

COMMENTS ON COOK'S LOG

(H.M.S. ENDEAVOUR, 1770),

WITH

EXTRACTS, CHARTS, AND SKETCHES,

BY

THE HONORABLE PHILIP G. KING, M.L.C.

APRIL, 1891.



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Published by Authority.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

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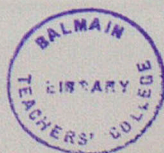
It may naturally be supposed that in this part of the world great interest will ever be taken in the discoveries by the early navigators and scientific explorers in the South Seas, and notably that Captain Cook's journal and log-book will from time to time be sought after and examined, for information which has been overlooked or withheld by Hawkesworth, Anderson, and other narrators from their several compilations.

It has lately been noticed that in one instance at least Dr. Hawkesworth has ignored matter in Cook's journal that might well have been given to the world, and it is with a view of bringing to light the most important nautical incidents connected with his exploration of the Coasts of New South Wales, as recorded in the log of his ship, distinguished from those related in his journal, that the following pages have been put together.

An account was recently given by the London correspondent of the *Sydney Morning Herald** of the sale of a book catalogued as "original manuscript of Captain Cook's log,"† and regret was expressed that Sir Saul Samuel, the Agent-General for New South Wales, did not purchase it for his Colony. Possibly the advertisement did not come under his notice; but it is satisfactory to know that passing as it did out of the collection of important manuscripts made by Mr. F. W. Cosens of the "Shelleys, Lewes" it is now in the possession of a zealous collector of relics of the famous navigator, and will be duly cared for. It may not be too much to look for, as time flows on, that the book may yet be found amongst the archives of Australia.

* October 18th, 1890.

† Appendix A. (See page before p. 23.)



The MS. contents of the "book" in question, now the property of Mr. John Corner, will most probably be a copy of Cook's journal up to the date of his visit to Batavia, and which he may have transmitted to England from that place. Very possibly it is in Cook's handwriting and concludes with his signature. Once having belonged to the Admiralty, it does not appear how it passed into private hands; but if Cook, as he was bound to do on his return to England, handed his journal terminating with his voyage, in a completed state to the officials at the Admiralty, and this being still in the Record Office, no trouble may have been taken to trace or follow up the loss of an incomplete copy.

Cook's journal and Cook's log were certainly never one and the same. The former would be kept by him as Commander of the expedition, under his own hand and by special instructions* from the Admiralty, as a record of his proceedings; the latter would be the official account, in the prescribed formula, and kept under the master's charge,† with details of the navigation of the ship and of all important matters connected therewith.

At the instance of the Honorable Sir Henry Parkes, G.C.M.G., a copy of the "Log of Her Majesty's Bark 'Endeavour,' in the Great South Sea or Pacific Ocean, Captain Cook—John Ibbertson, master"—has been supplied by the Admiralty, commencing on the evening before the land to the southward of Cape Howe was discovered, and ending on the ship's departure from Booby Island—namely, between the 18th April and 24th August, 1770; embracing a period in which the shores of the continent, hitherto known generally as New Holland, were explored and taken possession of by the name of New South Wales.

The purport of the present paper is to connect in a narrative form, with copious extracts, those entries in the log which are of interest from a seaman's point of view, as well as to the general reader.

* Drawn up by the Hydrographer, James Dalrymple, Esq.

† Naval Instructions.

On the following page an extract is given from the log for the 18th and 19th of April, 1770, with the first lunar observations taken on the coast for the determination of its longitude.

It may be necessary to remind the reader that the end of the ship's day—the noon of the civil day and the beginning of the astronomical day in the Nautical Almanac all occur at the same time.

The first sight of the land is therefore noted in the log as happening by ship's time at 18th day 18 hours or by civil time at 19th day 6 hours. This will explain why it is that in the account of Cook's Voyages the 19th is given as the day of discovery whilst in the log it appears in the record for the 18th.

EXTRACT FROM LOG.

His Majesty's bark "Endeavour" in the Great South Sea or Pacific Ocean.

Hour.	K & F.	Course.	Winds.	Soundings.	§ 18th April, 1770. Coasting New Holland.
1	5	W.	S. b. W.	.....	Fresh gales and squally, with great sea from S.
2	5	.....	S.S.W.	.....
3	6	W. $\frac{1}{2}$ N.	.....	.....
4	6	.....	.....	.....	A great No. of porpoises about the ship.
5	6	.....	.....	.....
6	5.4	.....	.....	.....
7	2.5	W. b. S.	S.B.W.	.....	Handled topsails.
8	2.4	.....	.....	.....
9	2	W.	S.S.W.	.....
10	3	W. $\frac{1}{2}$ N.	.....	.....
11	3	W.	.....	.....
12	3	.....	.....	.....
13	.....	{ Up. W. b. S. off } { W.N.W. west. }	{ } { }	{ Regd. } { 130° Far. }	{ Squally, with rain ; up mainsail. }
14	3	W. b. N.	S.S.W.	.....	Set mainsail.
15	3	.....	.....	.....	Fresh gales and fair.
16	3	.....	.....	.....	Set topsails.
17	3.4	.....	.....	.....
18	4.1	.....	.....	.....	Saw the land making high from N.E. b. N. to W. b. S. Nearest shore 7 or 8 leagues.
19	4.2	.....	.....	.....	Out all reefs and made sail.
20	3.2	N.E.	.....	.....	Bore up for the land.
21	5.2	.....	.....	.....
22	4	N.E. b. E.	.....	.....
23	4	.....	.....	.....
24	4.3	E.N.E.	.....	.....	{ Bent the best mainsail and main-topsail. { Fresh gale and squally, with rain. Latitude obsd., 37° 50' S.

COMMENTS ON COOK'S LOG.

His Majesty's bark "Endeavour" in the Great South Sea or Pacific Ocean—*continued*.

Hour.	K & F.	Course.	Winds.	Soundings	18th April, 1770. Coasting New Holland.
1	5	E. b. N.	S.W.	.....	Set steering sails. 24 19.
2	6	.....	.....	.....
3	5.3	N.N.E.	.....	.....
4	6.2	.....	.....	.....
5	5	.....	.....	.....
6	5.5	.....	.....	56	North extreme (an island). N. $\frac{1}{2}$ E. 6 miles.
7					Brot. too.
8	Up S. b. W.	{	.....	67	Wore ship.
9	Off S.S.E.				
10	.....	{	.....	63	
11	Up N.W. b. W.				
12	Off N.N.W.	{	.....	70	
13	.....			
14	Up W.N.W.	{	.....	.....	Made sail.
15	Off N.W.				
16	.....	.....	.....	.....	Clear weather, high land (making like an island), N.N.W.
17	4.1	N.N.W.	S.W. b. W.	68	
18	5.2	.....	.....	.....
19	5.6	N.W. b. N.	.....	.....
20	6	.....	W.S.W.	.....	The buoys being all expended, ordered cask to be made up for that purpose.
21	5.3	.....	.....	.....
22	5	N.N.W.	S.W. b. S.	.....	Set steering sails. Swell from S.S.W.
23	4.4	.....	.....	.....	Crossed a strong rippling of a tide or current.
24	3.2	.....	.....	.....	Extremes from No. 10 W. to S. $\frac{1}{2}$ W., 4 or 5 leagues off shore. Lat. obs ^d 36° 51' S.

Lunars, 19th April, 1770.

Watch.	Clerk. ☉ L. & P.	Monkhous. ☾, up L. P.	Self. ☾ & ☉	Master. ☾ & ☉	
h. m. s.					
22 38 37	38 19 0	42 41 0	58 5 0	58 10 0	Err. of Quadn. in my own + 2. Masters — 2. L. ☉ — 2.
0 41 50	0 33 0	0 7 0	0 8 0	0 7 30	
0 43 50	0 44 0	41 53 0	0 2 30	0 7 0	
22 41 26	38 32 0	62 13 40	58 3 50	.....
0 45 45	38 49 0	41 32 30	58 0 0	58 6 0	
0 47 55	0 56 0	0 8 0	0 1 0	0 6 0	
0 49 10	39 4 0	40 52 0	0 0 30	0 5 0	
22 47 47	38 56 20	41 10 40	58 0 30	.....
0 51 40	39 10 0	40 25 0	57 58 30	58 4 30	
0 53 50	0 18 0	0 1 0	0 58 0	0 4 0	
0 55 55	0 27 0	39 43 0	0 57 45	0 4 0	
22 53 48	39 18 20	40 3 0	57 58 5	.....
23 8 54	Master. 40 21 0	Isterley. 37 31 0	Clerk. 57 51 0	.....
0 10 20	0 25 0	0 9 0	0 50 30	.....
0 12 3	0 30 0	36 58 0	0 50 0	.....
23 10 26	40 25 30	37 12 40	57 50 30	.....

Very clear and distinct; good horizon. Extremes of land at S.W., N.N.W., off shore 3 or 4 leagues, a sandy beach. Hills moderately high inland, and very woody.

The observers mentioned in the foregoing extract from the log—and others in subsequent parts are—

Captain Cook.

Mr. Clerk, who on Cook's second voyage in the "Resolution," was 2nd Lieutenant and Commander of the "Discovery" in Cook's (3rd) third voyage.

Monkhouse, a midshipman.

Saunders.

Forward, the gunner.

And last, but not least, Mr. Charles Green, the astronomer, who had been sent in the expedition to assist Cook in the Transit of Venus observations at Otaheite. Unhappily he died of "inverted" gout before the "Endeavour" returned to England.* At Batavia the crew were affected with fever, seven died in port, and twenty-three between Batavia and the Cape of Good Hope, including Mr. Monkhouse and two gentlemen in Mr. Joseph Banks' staff, viz.: Sydney Parkinson, natural history painter, and Mr. Sporting, also the boatswain, I. Gatheray, and the carpenter, Wm. Slattery.

Mr. Molineux, the master, called by the natives of Otaheite, "Boba," his Christian name being Robert, died on the voyage to England after leaving the Cape of Good Hope.

In Cook's day, latitudes could be taken nearly as correctly as now, and the log shows its daily determination every day at noon. The longitude, however, was a different matter, and could only be ascertained, as the use of chronometers had not been adopted, by means of lunar observations, worked out by a complicated formula, yielding often unsatisfactory results. The ship's longitude is nowhere given in the log—but the observations for its determination (the lunars) are carefully recorded—evidently for further calculation which was subsequently made by Mr. Wales.†

* Anderson's account of Cook's voyages.

† Mr. Wales accompanied Cook in his second voyage as astronomer.

Cook's journal* states that two days after making the land, "Mr. Green and I took several observations of the sun and moon, the mean result of which fixed the longitude of this coast at $209^{\circ} 33' W.$, or $150^{\circ} 27'$ east of Greenwich"† Greater accuracy could hardly have been expected since the tables of lunar distances, as given in the nautical almanacs of the period, have been subjected to considerable correction.

The variation of the compass was carefully observed‡ and recorded from day to day, as the dead reckoning of the ship could not be otherwise depended on. Navigators in former times had tried to establish a theory by which longitude could be determined by the alterations in the variation of the compass, but it failed as many other theories had done before it.

From New Zealand Cook was allowed by his instructions to return to England by any route he might think proper, and as he had the opportunity, so he lost no time in an attempt to solve the question as to the position of the eastern shore of New Holland, of which the north, as far nearly as Cape York, the west, and a great portion of the south, had been already visited.

The "Endeavour" took her departure from Cape Farewell, New Zealand, on the 31st March, 1770, and made her westing so as to fall in with land some distance north of Tasman's Van Dieman's Land. On the way across various signs of being in the vicinity of land were observed, and on the afternoon of the 18th a great number of porpoises were about the ship, possibly attracted by the novelty of the visitation; for that night the ship was kept under easy sail, Cook knowing that he had passed the meridian of the East Coast of Van Dieman's Land as laid down by Tasman, and at midnight a cast of the deep sea lead gave soundings at 130 fathoms. At 6 o'clock on the morning of the 19th this simple entry is made in the log:—"Saw the land"—mark the mode

* Hawkesworth, p .

† The latest surveys place Cape Howe in the 150th meridian east of Greenwich.

‡ Pigafetta contended that longitude could be determined by the variation of the needle.

35

36

-10

-20

-30

-40

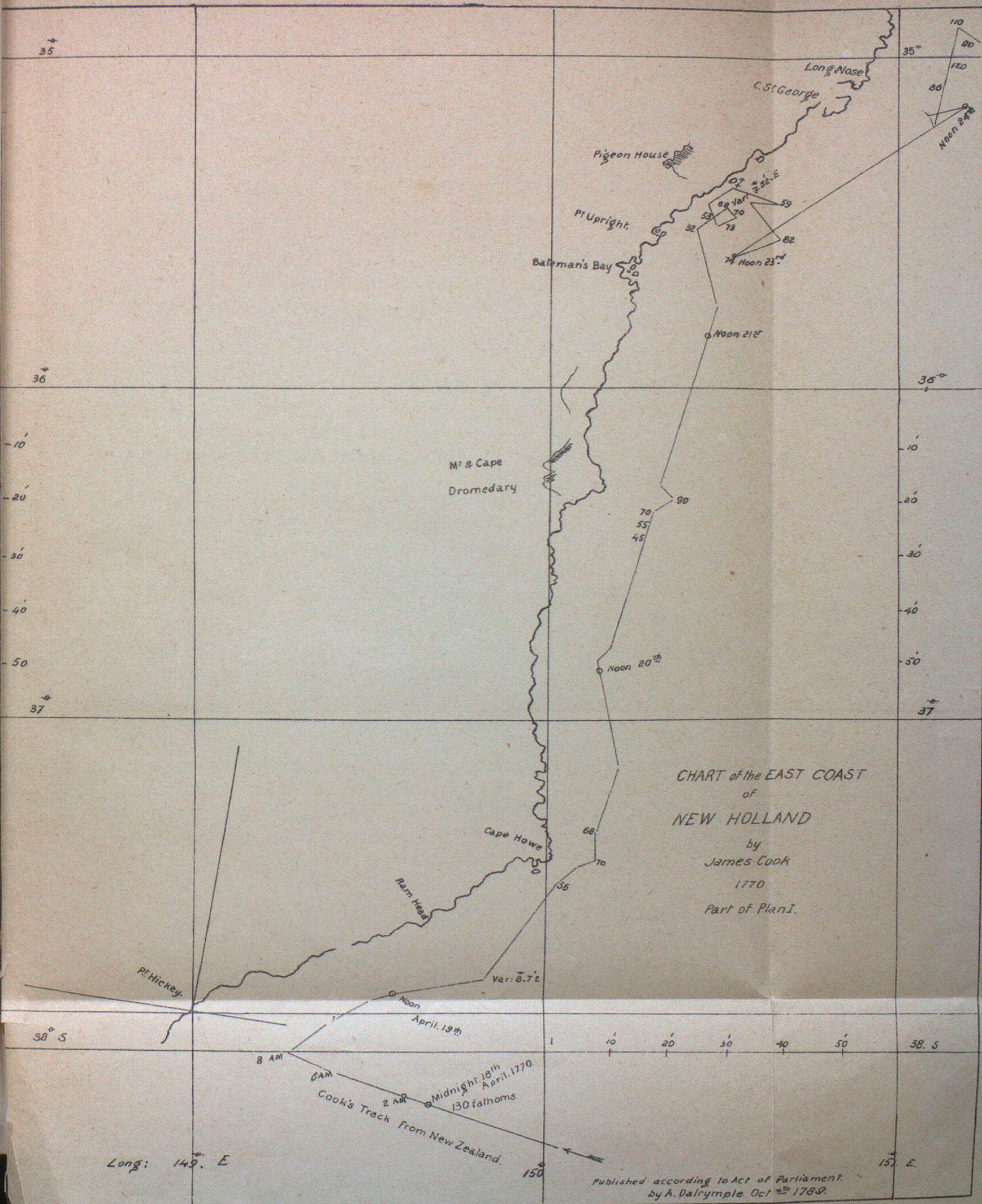
-50

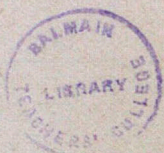
37

M. & Cape

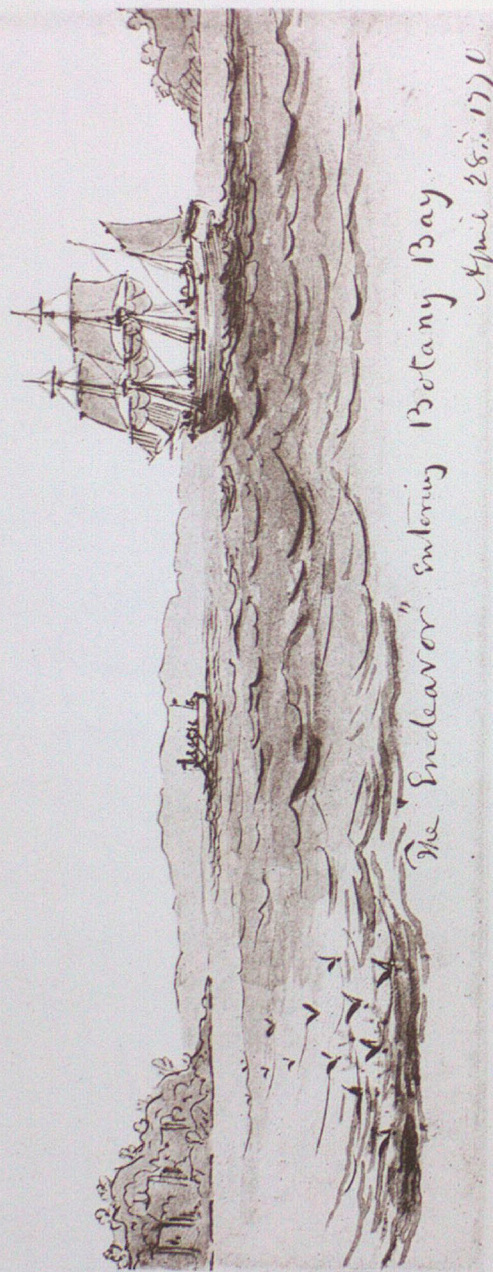
Dromeda











THE "ENDEAVOUR" ENTERING BOTANY BAY—APRIL 28TH, 1770.

(See Page 7)

of expression—not “Saw land,” as if it was accidentally discovered; but “Saw *the* land”—the land they knew they were looking for.

It is elsewhere mentioned that Lieutenant Hicks* was the first to make the discovery of the land in the grey dawn of the morning watch, and it is to be noticed that the ship had been sailing for some hours on a course parallel with the trend of the coast, the bearings showing it to extend from right ahead to three points on the starboard quarter.

If the “Endeavour” had been a few miles to the northward, the first intimation at night of land might have been the rugged shores of Gabo Island and the roar of the breakers upon them. However, the land was in sight by daylight, and immediately there follow cheerful entries—“Out all reefs,” “made sail,” and “bore up for the land,” and by way of making the ship ready for effective service in its vicinity Cook bent his best mainsail and his best main-topsail, and after dinner, impatience showing itself, he set his “steering sails.”

^{was} Working up the coast against northerly winds, heaving to at night—taking frequent bearings of a remarkable hill which he called the Dromedary, from its likeness to that animal, and of another remarkable peak, “Pidgeon” (*sic*) House Hill, seeing “smoaks” and fires ashore as well as several Indians, occupied the “Endeavour” ~~till~~ ^{until} the morning of the 26th, when she hauled up “for a bay,” sending the pinnace ahead to sound, and following her at half-past one anchored in 6 fathoms in what is known since as Botany Bay. The captain and his party of “gentlemen,” by which expression the scientific staff of Mr. Banks and Mr. Solander were always referred to, immediately proceeded to land under cover of armed marines and boat’s crew. It was not to be expected that very friendly relations should be offered by a people who, perhaps, had never heard of and certainly never seen others than those of their own race. The first impulse of the natives was to resist the landing of the foreigners. And perhaps it was a

* This officer died of consumption on the voyage home soon after leaving St. Helena. Mr. Clerk was appointed in his place.

merciful way of instructing them in the futility of denying their visitors the right to land, that a charge of small shot on the legs of the first offender was administered; amicable feelings were very soon exhibited, and the wants of the ship in wood and water supplies were obtained without further interference.*

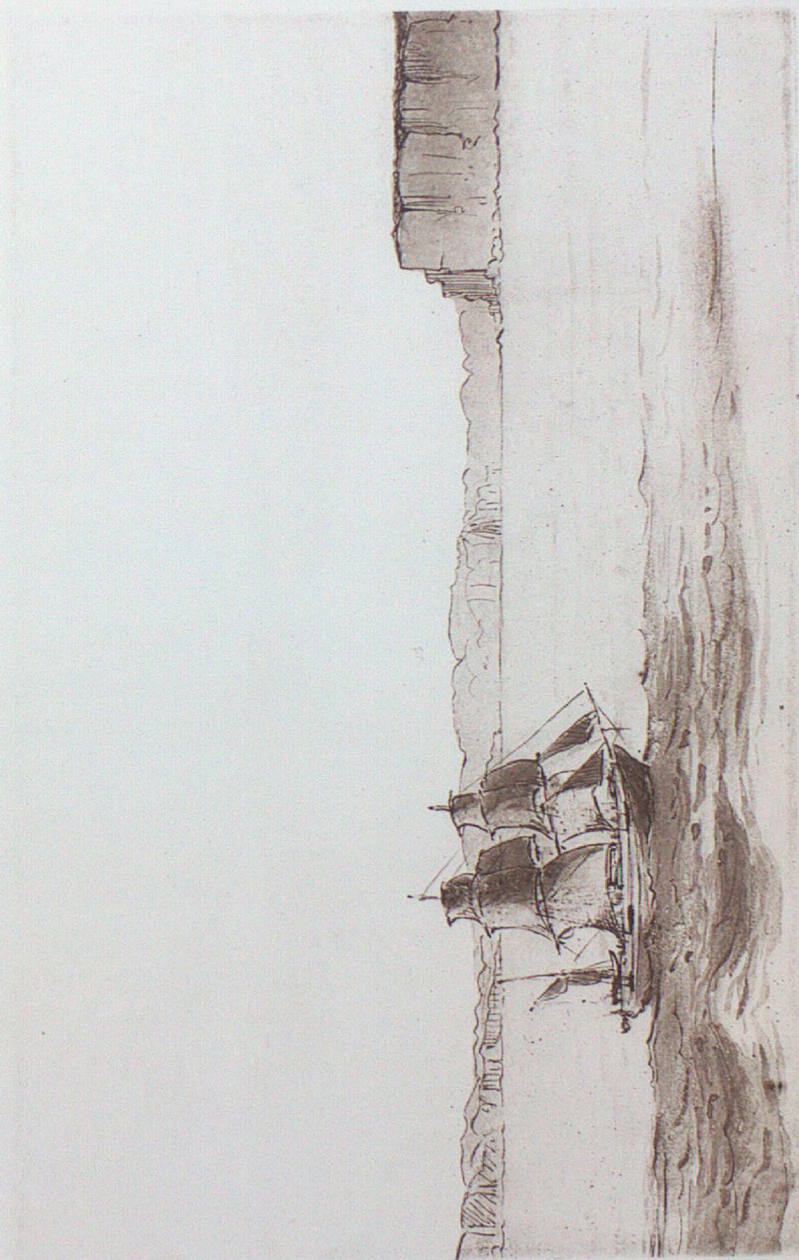
While in Botany Bay fish were taken in the seine nearly every day and served out to all hands.

The purport of this paper being chiefly to record the navigation of the ship along the coast from the entries in the log-book, no attempt is made to describe the country, new as it was to the scientific persons on board the ship, nor to give any account of its inhabitants as an ethnological study, nor to dwell upon its peculiar fauna, nor on its very interesting flora—all this is given at length elsewhere by Anderson, by Hawkesworth, and others. The log is generally silent on these matters, but whilst in Botany Bay it records the death of one of the crew, Forbes Sutherland, who was buried on shore. The strange features of the new land were as nothing to the technical seaman charged with the ship's log, but the loss of one of the ship's company was specially recorded by him.

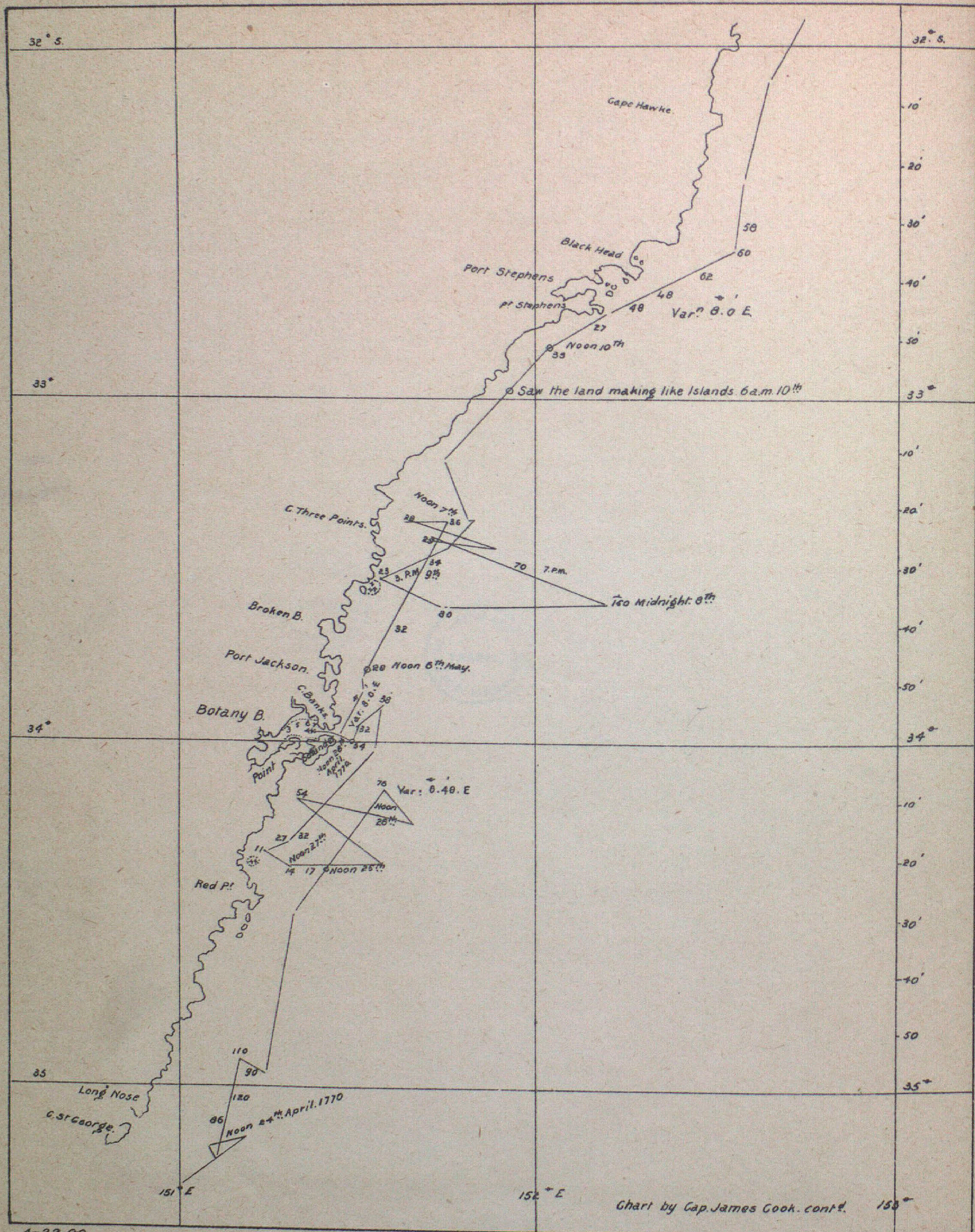
On the morning of the 6th May, the "Endeavour" cleared the Botany Bay Heads and jogged northwards till noon, when, being 2 or 3 miles off shore, an open bay is seen and passed, which Cook named Port Jackson. In the chart of Cook's Voyage, published by the hydrographer of the Admiralty, Jas. Dalrymple, in 1789, the form of this bay is very correctly given as far as it could be seen from the offing. To the north there is the indentation which leads up to Manly; to the south is a corresponding opening, while between them is the bay which represents the opening to Middle Harbour.

If Cook had not happened to have made his first anchorage in Botany Bay he would certainly have sailed into Port Jackson, as his

* NOTE.—This is the first interview with the natives as recorded in the log quite in accordance with the account given in Cook's Voyages.



THE "ENDEAVOUR" PASSING PORT JACKSON HEADS—6TH MAY, 1770
(See Page 8)



Ag 22-92.

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

first port of call for wood and water ; but having spent eight days at the former place he did not feel justified in losing more time by looking into every promising opening for a harbour. He was not in search of harbours, beautiful or otherwise, and his stock of provisions had to be considered ; and thus Cook missed the discovery of Port Jackson, although he saw enough of its importance to name it after one of the joint Secretaries of the Admiralty, who would not have thanked him for putting his name to an insignificant " boat " harbour.

The pleasure and merit of exploring the marvellous advantages of the port were appropriately reserved for Governor Phillip, whose first business it was to find the most suitable locality for the future colony, of which he was to be, and was, the founder.

At noon on the 7th the ship had got as far north as Cape Three Points, where she met north-easterly weather, and for two days was driven back by wind and current. At 3 p.m. on the 9th she tacked within one mile and a half of the North Head-lands of Broken Bay, and a fair wind through that night brought her next morning in sight of the high peaks about Port Stephens, "making like islands." The log makes no mention of this port, but Cook evidently saw it, and felt justified in naming it after the other joint secretary of the Admiralty.* "Smoke was seen on the coast, and natives were visible to the naked eye ; the country very pleasant." Keeping his northerly course uninterruptedly along and in sight of the shore, Cook passed without notice Port Macquarie, the Clarence and the Richmond Rivers, but he appears to have given names to "The Brothers" at the back of Kempsey, to Smoky Cape, the Solitary Islands, and Cape Byron.

On the afternoon of the 15th breakers were seen "on the larboard bow," and shortly afterwards the ship's course being N.N.W., standing along shore with a fair wind, "saw more breakers bearing N. by E.," or on the starboard bow. Soundings were taken in 20

* Sir Alfred Stephen, G.C.M.G., C.B., has cleared up all doubts as to the origin of the name of Port Jackson and Port Stephens. (See Appendix B on page 28, inserted by permission of the Deputy-Governor.)

fathoms, and Cook, calling the point from which the breakers seemed to extend, Point Danger, hauled off for the night, the depth of water increasing to 40 and 57 fathoms; he hove-to at 8 o'clock; still deepening the water till at midnight he had 80 fathoms. Next morning "the breakers were again visible, and in one, with a remarkable high peak," evidently that which he called Mount Warning in his chart.

On the 16th he passed "Cape Morton" (*sic*) and named the large indentation of the coast to the north of it Glasshouse Bay. The chart shows the "Glass Houses" on the north side of it. The entries in the log are "extremes set last night, a remarkable sugarloaf S. 42° W., another N. 75° W., and a bluff point, not high, N. 45° W. There were at this time eight sugar loaves or conical peaks, one very high frustrum of a cone, and several hummocks. The island part moderately high and very even. The cone appeared next the shore, and some behind just showing their apex (*sic*). The beach, mostly sandy, in sight." Cook now passed and named Double Island Point, Wide Bay, and Indian Head, and on the 20th, having on the two previous nights, by the light of a nearly full moon (as it may be noticed there must have been at the time, from its relative position to the sun, deduced from the lunar observations), stood on under easy sail. The land at daylight "was in sight with a ledge of rocks running out from it to the N.W." This was "Indian Head" and "Sandy Point," the ledge being named in the chart Breaksea Spit, by Cook, though this and most of his other names do not appear in the log. "A place appearing shoal from the water breaking over it, sent the yawl to sound; found 5 to 7 fathoms." At half-past 2 the ship passed over the tail of the shoal, with irregular soundings from 6 to 9 fathoms; the point of land set at noon (Indian Head) then bearing S. 14° E.—at sunset the same land bore S.E. by E., 7 or 8 leagues, and at 8 the ship was hove-to for the night. The next morning, "the 21st, the same land was in sight from the masthead on the same bearing," and "more land to the W.S.W." came into view—this was Dawes' Range to the north of the Barnett River—off which Cook anchored for the first time since leaving Botany Bay.

The night of the 22nd was spent at anchor in Bastard Bay, and next day "the captain, &c., in the yawl and pinnace ashore fishing, &c.," but no fish were obtained.

Half-past 4 on the morning of the 23rd found the "Endeavour" again under weigh running by a ledge of breakers on the north side of the bay. At midnight crossed the Tropic of Capricorn, and Cook, with the easy way he had of finding appropriate names, called the Cape abreast of him Cape Capricorn.

The "Endeavour" was now safely taken through Keppel Bay, anchoring twice; passed the Keppel Islands, the Two Brothers (islands), Cape Manyfold, and Island Head, and shaving close round Cape Townshend, went on to an anchorage in Thirsty Sound. On the way, however, she nearly got ashore. Seeing the water break close ahead, hove in stays and let go the best bower, veered to one-third of a cable; sent a mate in the yawl to sound, weighed, and came to sail, the yawl ahead carefully feeling her way through this island and reef-studded sea, and hugging the shore, with the Northumberland and Cumberland Islands to seaward, the ship passed Capes Palmerston and Hillsborough, and, making a retreat out of Repulse Bay, entered the Whit Sunday Passage on the 3rd June. The log thus describes the situation:—"Moderate breezes and pleasant; running between the main land and a chain of islands;* distant from the main one and from the islands 2 miles; saw several albacores, and two of the natives with a canoe having an outrigger, the largest canoe seen on the coast."

From Cape Gloucester northward Cook still kept the coast in sight, passing Cape Bowling Green, Magnetical Island, and Halifax Bay—(the remarks in the log are commonplace)—the ship generally being kept under easy sail through the nights. On observing an opening† to the north of where Cardwell now stands, Cook hauled up for it, evidently determined to make the first push he could to the

* Called by Cook the Cumberland Islands, with a small one in the group he named Pentecost Island. The first name has been dropped out of the latest Admiralty charts.

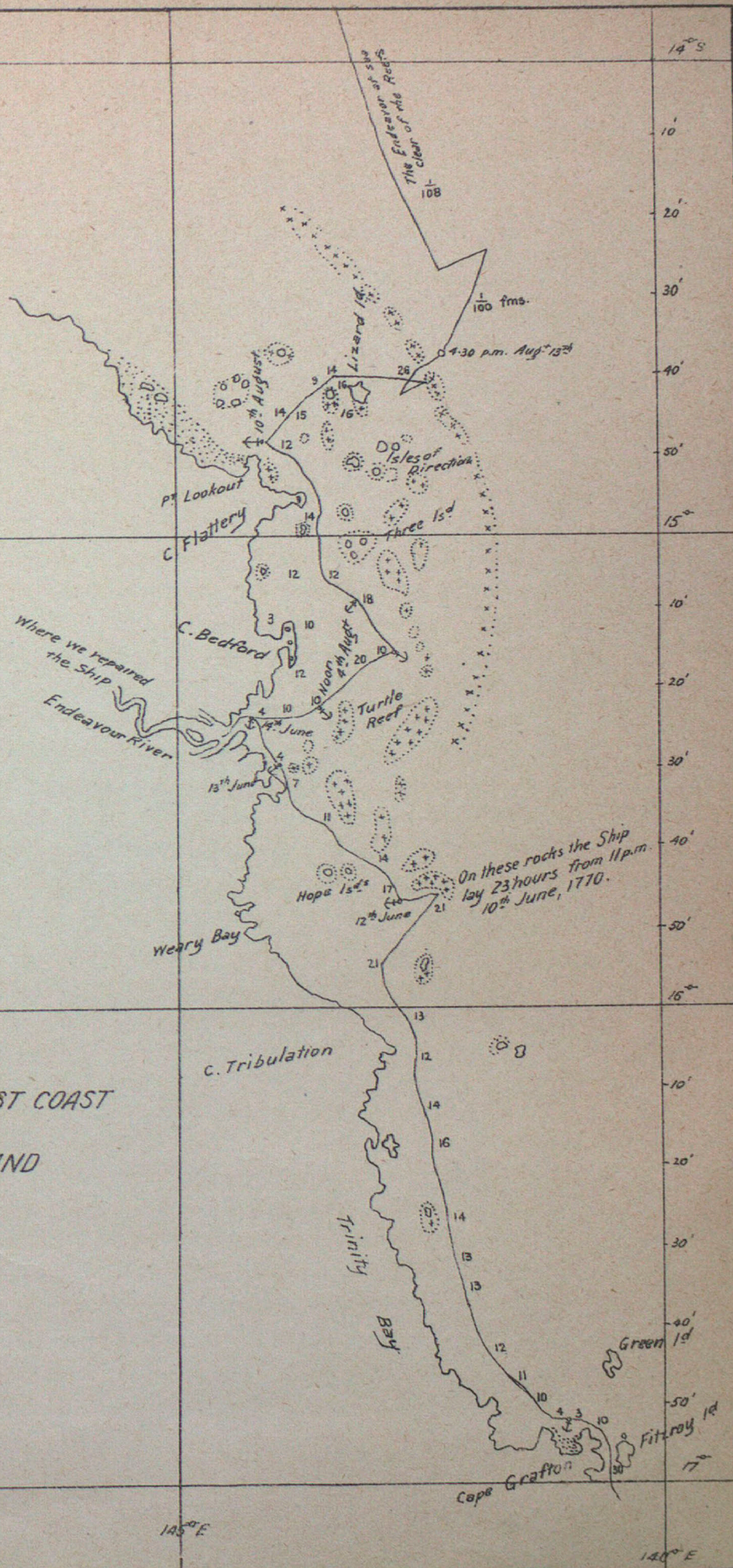
† Rockingham Bay.

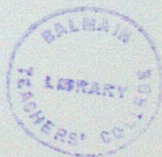
westward, as he was getting abreast of the southern part of the Gulf of Carpentaria; but, discovering low land across, again bore away and arrived off Cape Grafton on the 8th June.

Cook was now, as heretofore, in complete ignorance of the intricacies of the coast and the dangers which were before him. He was drawing near to that part of the continent where the Barrier reefs approach the shore and the passages between the reefs near the main land become narrower. The sea, however, is perfectly smooth, and the anchor may be dropped at sunset in almost any part of the channel.* Anchoring in those days was not so cheerful an operation as it is now. Unwieldy hempen cables had to be got up and re-stowed again. It is easy to see that Cook, anxious to save his crew the unnecessary labour, kept underweigh at night when he thought himself in safe soundings, with his lead going. On the 10th June, having passed Cape Grafton by 70 miles over open, clear water, he shortened sail at 6 p.m. and hauled off shore, making 2 knots an hour in 13 fathoms. At 9 o'clock "passed over rocks in 8 or 9 fathoms," and "deepened again to 21." "At 11 o'clock shoaled to 17 fathoms, and standing on a cable's length further struck on some rocks; clewed all up and hoisted out the boats; sounded round the ship, and found her lying on the edge of a bank of coral stretching north-west; carried out the stream anchor with two hawsers south, and hove taut; got down topgallant yards, and struck yards and topmasts, the ship still driving into shoaler water and further on the bank, and striking very hard; carried out the coasting anchor and cable south-west; hove taut on the coasting cable, and to lighten the ship and clear away for heavier articles, hove overboard hoops, staves, empty casks, and oil jars; carried out the spare stream anchor south-west, and hove taut upon it; started 30 tons of water; hove overboard condemned stores of the boatswain and carpenter, likewise stone and iron ballast and firewood out of the holds; found we had sprung a leak; cut off the heels of the two spare topmasts to clear the foremost pumps; worked three

* Captain P. P. King's sailing directions for inner passage, page .

CHART OF THE EAST COAST
OF
NEW HOLLAND
by
James Cook
1770
Plate III.







THE "ENDEAVOUR" ON THE REEF—11TH JUNE, 1770.

(See Page 18)

pumps, the fourth refused; carried out the best bower with the cable west; hove all the four-pounders up on deck (six) overboard."

"At noon, 11th, light airs and fine weather. Latitude observed $15^{\circ} 45' S$. Ship now lies with three streaks heel to starboard; working at the pumps incessantly, and clearing ship; carried out the small bower west—lashed blocks on both bower cables, and reeved hawsers—then hove taut on all the five anchors. 4 p.m. low water, part of the bank being dry, the rise and fall not exceeding 3 or 4 feet. At 5 tide began to rise; hove a fresh strain, and used every method our situation would admit of to heave off—the leak did not gain on the three pumps constantly working." It is easy for any one to imagine the situation with such a graphic description—night was coming on, the ship still fast on the reef—but "at half-past 9 the ship righted, and at 10 hove her afloat; veered away on the stream cable and small bower, and brought the best bower and coasting anchor ahead in 15 fathoms mud—impossible to save the small bower, so cut it away with a whole cable. At 1 a.m. sent the long boat to weigh the stream anchor; purchased it, but lost the cable amongst the rocks; working on the pumps, and at 7 a.m. the leak had gained on them; had 3 feet 9 inches in the hold; weighed the spare anchor, and ran it out S.S.E.; warped the ship by it to windward, and hove up the best bower and coasting anchor; swayed up foretopmast and foreyard. At 9 the pumps gained on the leak the last four hours; warped ahead; some hands employed sewing hair, wool, and oakum into a lower steering sail to fother the ship; weighed and came to sail, with a light air at E.S.E. Pinnace ahead towing, and a small boat lying on the edge of the rocks*; the dry bank at noon bore north $1\frac{1}{2}$ mile distant; swayed up maintopmast and mainyard; at 1 p.m. standing off the shoal, and in for the mainland. It being suspected the starboard bow was the point where the ship had suffered most, fothered her there, which presently decreased the leak so much that one pump with ease kept her clear."

* To indicate their position.

From this time till 3 p.m., the ship was gradually approaching the shore when an opening was observed and the anchor was dropped off it, but the next morning the boats having searched further north, found the mouth of the Endeavour River, as it was afterwards named, and the ship was anchored off it. The captain and the master in the pinnace and yawl proceeded to buoy the channel into it—but owing to a gale of wind which the ship rode out at anchor—she did not get inside till the 16th, and even this was not accomplished without striking on the bar, and afterwards grounding on the western shore. This necessitated further precautions—“Carried out the stream anchor and hove taut. Turned all hands to get the booms and spars over the side for a raft. Got down the fore yard, fore-topmast, and fore-topsail yard upon the raft.”

At 1 p.m. on the 17th “got the ship off and warped her alongside a steep bank on the north side of the river. Made fast two hawsers to trees; had the best bower on the starboard bow in the stream and the stream anchor run out on the starboard quarter. Got the anchors and cables, and all the hawsers on shore. Made a stage from the ship to the shore. Erected a tent for the dry provisions and stores, and another for the sick. Sent a boat to haul the seine, but it returned unsuccessful.”

Lunars as usual were taken, and repeated on the 28th and on the 16th and 26th July, the last set being taken seven days before the “Endeavour” was able to leave the river.

It is not necessary to give all the detailed entries in the log during the “Endeavour’s” stay of forty-six days in the river which bears her name.

Everything was taken out of her, and in landing the “ground tier butts, many of them were found rotten. Landed the coals, gunners’ stores, &c.”

On the 21st everything being ready the vessel was “hove close ashore; draught of water forward, 7 feet 9 inches; abaft, 11 feet 6 inches, her bow close up to the mangroves and her stern in $3\frac{1}{2}$ fathoms. At 2 a.m. on the 22nd the tide left the ship dry forward. Examined the leak and found four planks cut through by the rocks;

some of the rocks sticking in her bottom. Several other streaks were much damaged, all this on the starboard side. On the larboard side much of the sheathing was lost. At 10 a.m. the carpenters commenced work." By the 23rd the carpenters had finished the repairs on the starboard side, when the ship was heeled over to let them repair on the opposite side, which they completed by the 24th.

On the 26th an attempt was made to float the ship, 19 tons of casks being placed under her bottom, and the stream anchor laid out; but the tide not rising sufficiently, "all hope was lost of floating her before the next spring tides." On the evening of the 28th the captain went ashore to "attend" an "observation of Jupiter's satellites." Beans and purslain were collected for the sick. A fishing party sent away to haul the seine.

On the 3rd July the ship was floated, but to examine her bottom under the larboard main chains it was necessary to place her again on shore.* The water did not fall enough to leave her dry, but the carpenters were able to corroborate the master's statement; he had been under the ship, and reported three sheets of the sheathing stripped off 7 or 8 feet in length, and the main plank also chafed. It does not appear that this damage was enough to warrant further detention. The ship was therefore floated and made fast to the beach where the stores had been landed and their re-embarkation commenced.

On the 7th the master was sent in the pinnace to examine the leeward passage through the reefs. He returned on the 8th with three turtles, weight 800 to 900 lb.; "two boats went out turtling." Served turtle to all hands. They were taken from a reef about 12 miles to the eastward of the river. On the 10th one turtle was got, and a large quantity of clams; "served out the clams." Nearly every day afterwards turtle were obtained, and "one of the beasts" previously seen on shore was shot, weighing 28 lb.

* On the south side of the river, where a monument has been erected in memory of the event by the residents of Cooktown.—*Extract from Letter from Lieutenant G. W. Gubbins, R.N., H.M.S. "Paluma," 1891.*

On the 17th July the refitting of the ship going on—some Indians were seen—who, the next day, came aboard. On their going ashore they “fired all the country round about us. Mr. Banks’ marquee was with difficulty saved. The Indians continuing to increase the number of fires notwithstanding our signs to the contrary; they were fired at by the captain and wounded with small shot, on which they dispersed, but returned shortly afterwards without arms, and seemingly good friends.” Turtle continued to be brought from the reef; some taken in a “turtle net”; occasional success with the seine; on the 20th caught enough for all hands.

The boatswain made 110 fathoms of 3-inch rope. Served turtle to the people, and sent the yawl out again to the reef.

On the 27th continued to serve turtle every “meat” day. On the 31st the following entry is made, “we have been waiting for a land wind since the 20th, or for a calm to warp out by;” and after numerous trials the ship at last, on 3rd August, “made sail into the offing, keeping the pinnace ahead, sounding in from $3\frac{1}{2}$ to 13 fathoms. At noon the anchor was dropped, and the yawl sent away to the reef, about 1 mile to the eastward, for turtle. Up to this time about twenty turtle had been taken. Several times they were served out to all hands, and must have formed a valuable item in the commissariat department of the ship.

On the morning of the 5th the ship was got underweigh, and the record of the navigation for that day will give some idea of the perplexity in which Cook found himself from the intricacies of the coral sea. At 2 p.m. “weighed” and “came to sail, steered out N.E. by E., 8 miles in $14\frac{1}{2}$ and $14\frac{1}{4}$ fathoms. Pinnace ahead sounding; at half-past 4 she made the signal for shoal water. Saw a small sandy island on a shoal ahead 3 or 4 miles; and breakers ahead and on the starboard bow. Tacked. Stood off and on, making short tacks whilst the pinnace sounded on the nearest shoal. At half-past 5 she came on board reporting there was not more than 6 feet of water on some parts of it. Came to in 20 fathoms, and veered to a whole cable.

Strong winds and cloudy. At noon on 6th, latitude $15^{\circ} 16'$ S. In the afternoon looking out from the mast-head for a passage through between the shoals. Could not perceive any opening, so that we are at a loss, when the weather shall become moderate, how to proceed."

For the moment it may be asked why the look-out from the mast-head was made in the afternoon? The answer is, that whilst the sun is at all in the direction of the course, say, N.E. to N., its rays on the water prevent the discovery of shallow water; as the sun gets round to the westward, reefs and shoals can be easily distinguished by the colour of the water.

On the afternoon of the 6th, the gale from the S.E. increased, obliging a second "anchor to be let go;" the coasting and sheet anchors to be got over the side ready for dropping. Struck topmasts and yards. No observations at noon. The harbour mouth, Endeavour River, S. 55° W., distant $4\frac{1}{2}$ leagues.

Here the "Endeavour" had to remain till 7 a.m. on the 10th, when having got up the lower yards, weighed and made in shore with the pinnace ahead sounding as usual, in $12\frac{1}{2}$ to 19 fathoms. At 8 bore away for some islands (three islands), where the master had been sounding. Saw more islands (two islands) north. Shaped a course between them and the main. At noon, latitude $14^{\circ} 51'$ passing Cape Flattery, saw low land and breakers N.W., hauled in shore, the weather not permitting us to run further, and at 3 p.m. brought to in a quarter less 5, with the best bower under Point Lookout.

The captain and "gentlemen" went ashore in the pinnace. Saw a smoke ashore. The captain went up the highest hill to see the coast further to the northward. At 4 p.m. the master went ashore for the same purpose. Later on the captain went in the pinnace to look out from one of the high islands (Lizard Island, visible 10 leagues), one of the group of the Isles of Direction. The master in the yawl went to

leeward to sound the passage between some low islands (Turtle and Low Islands) and the main, and did not return till the following day.

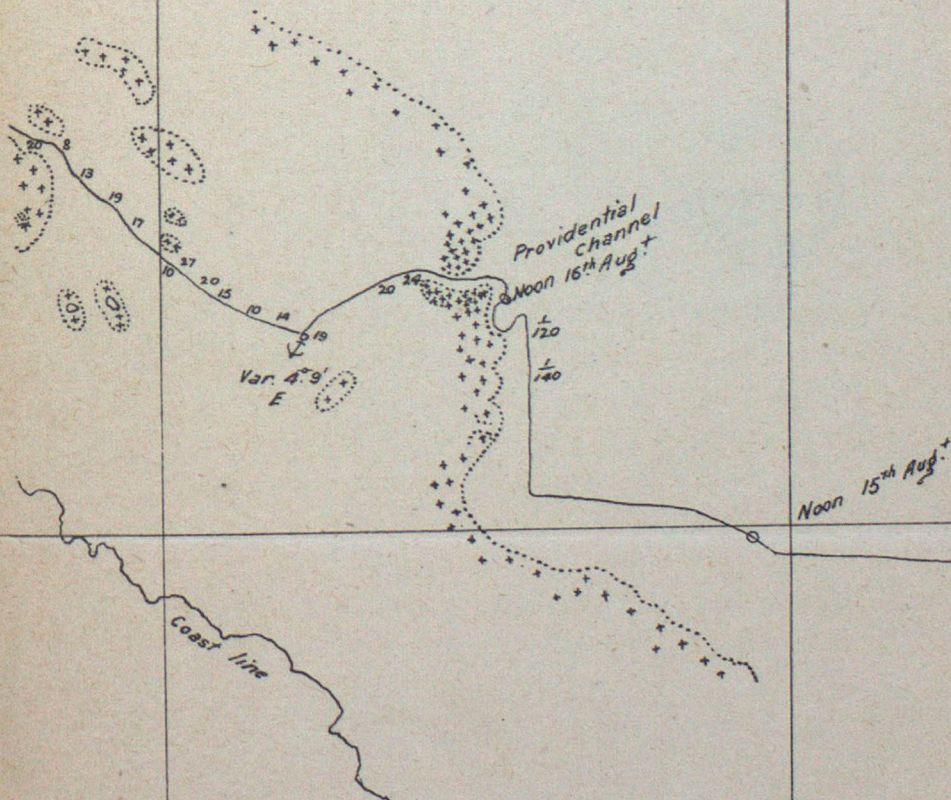
The captain did not return till the evening of the 12th, having had a view of the large outer reef to the eastward. An attempt was made to sound a channel he had seen from the island, but without effect. At 6 a.m., 13th, the "Endeavour" was under sail to the eastward in the direction of the open sea. Cook having evidently determined to try his fortunes on it after his late experience amidst reefs and shoals. The pinnacle still ahead sounding in from 9 to 13 fathoms. At noon the latitude was $14^{\circ} 38' S.$, "standing out for the reef." The master went away in the pinnacle to sound the channel in the reef (meaning the channel out to sea through the Outer Barrier), he made the signal for deep water, and returning on board reported 25 fathoms close to the south side of the reef; tacked and stood out. The High Island (Lizard), $S. 39^{\circ} W.$, 3 or 4 leagues. At 2 miles from the reef could get no bottom with 100 fathoms; "hoisted in the pinnacle and secured the anchors." Kept on a N.E. course till 8 p.m., and then "wore" ship four times during the night. At 6 a.m., 14th, Lizard Island, bearing $S. \frac{3}{4}^{\circ} W.$, 9 leagues. Out all reefs, and bore away N.N.W. and N.W., keeping the latter course till 6 p.m., then shortened sail and hove-to; no bottom with 100 fathoms. What a luxury the crew of the "Endeavour" must have felt it to be, a whole twenty-four hours out of soundings, in a "fresh trade wind with pleasant weather." But the luxury was not for long.

The morning of the 15th found the ship at 5 a.m. making sail ("out all reefs and made sail,") relieved from the tedious monotony of the preceding eleven hours, when want of daylight compelled her captain to dodge backwards and forwards over the same spot as nearly as he could. At 6 "set steering sails"; "aired the hawsers upon deck and cleaned below." At noon, latitude $13^{\circ} 1' 30'' S.$ In the afternoon the land was in sight, and at 4 saw a reef of rocks between us and the shore; this, of course, was the outer edge of the Barrier Reef, from

143° E

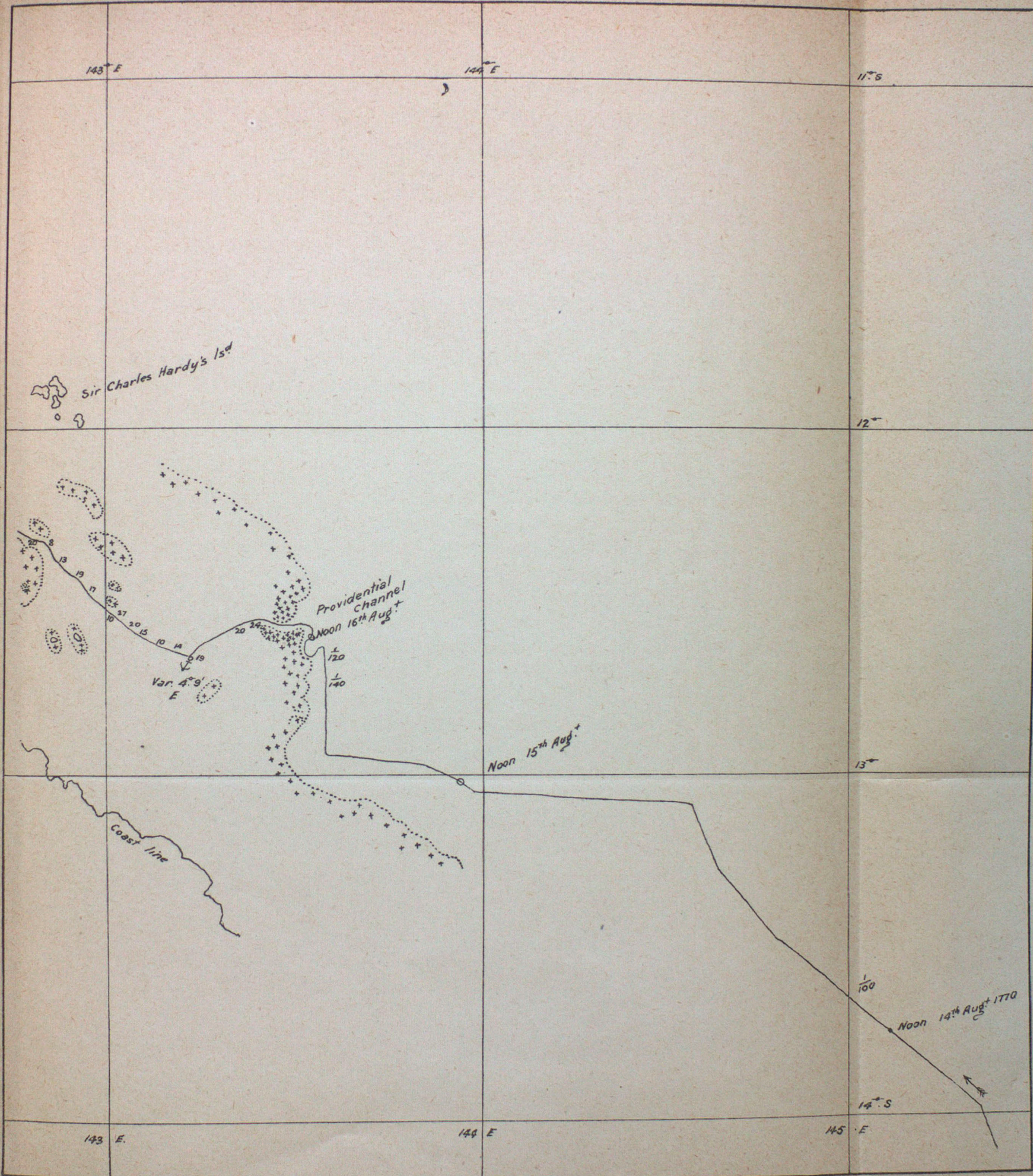
144° E

Sir Charles Hardy's Isd



143 E.

144 E









THE "ENDEAVOUR" ON THE 16TH OF AUGUST, 1770.

(See Page 19)

which there was no escape for any vessel wanting to go the westward. At 6 the record is, "found the reef extended north and south as far as we could perceive"; "hauled off, making all sail, and kept a good look out all night to leeward, being doubtful of our weathering the rocks."

"At 4 a.m. heard and saw breakers upon the lee bow, close to; lowered the yawl; sent her ahead to tow off; meantime getting the long boat out"; the object here was evidently that if it became inevitable for the ship to drift on the rocks, the ship's company might take to the boats; "the ship at this time nearing the rocks fast by means of a flood tide and S.E. swell." "At $\frac{3}{4}$ past 5 all the boats ahead towing, the ship being within 40 yards of the breakers, and no ground (no soundings) at 120 fathoms; the ship might be said to be within the swell of the surf; but the boats and a light air ran her off $\frac{1}{2}$ a cable's length from that impending danger. Soon after saw an opening in the reef; sent a mate to examine it; the mate signalled anchorage, but a strong ebb tide opposed the ship's entrance, and she had to be towed off again. At noon, latitude $12^{\circ} 37' S.$, a point of a reef N.E. by N. What little wind there was, was easterly, otherwise calm and clear; low water. The reef distant half a mile, and small hopes of getting clear." Lunars were taken at from 9.45 to 9.57 a.m., the observer's remarks are: "These observations very good, the limbs very distinct, a good horizon. We were about 100 yards from a reef, where we expected the ship to strike every minute, it being calm and no soundings, the swell bearing us right on."

At 1 o'clock "an opening was discovered in a bend of the reef, and Lieutenant Hicks went to examine it." At 2 "he returned with a favourable account of it. Nothing but danger appeared on all sides; it was resolved to attempt this passage to secure the ship till there was wind and opportunity to command her. Accordingly towed (with the assistance of the sweeps out of the gun-room ports, which had been working from 6 o'clock) short round; steered W. by S. 2 miles to the mouth of the opening, and S.W. by W. $\frac{1}{2}$ W. 2 miles through the opening, having a rapid flood setting us in; soundings varied from

13 to 30 fathoms, foul ground. At half-past 3, had a steady light breeze at east (all this time boats ahead, two towing and two sounding); at a quarter-past 4 came to with best bower in 19 fathoms—old coral and shells— $2\frac{1}{2}$ miles from the opening, bearing N.E. by E. $\frac{1}{2}$ E. Carpenters repairing pinnacle. Sent the rest of the boats to the reef to get shell fish or turtle if possible.”

Thus was Cook and his tired out crew once more safe within the Barrier Coral Reefs, from whose intricacies and dangers he had so lately emerged to the open sea for safety. He named the passage by which he had regained an anchorage, “Providential” Channel, in memory of his escape. Latitude obtained, $12^{\circ} 38' S.$

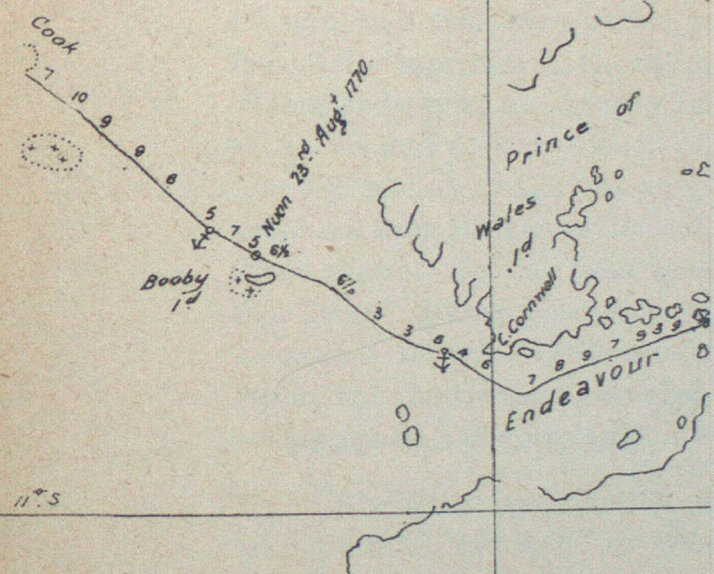
The next day at noon found the “Endeavour” making to the north-west through the reefs. An island—Forbes Island—hove in sight, the yawl ahead sounding in from 13 to 22 fathoms. Latitude $12^{\circ} 28' S.$, and so proceeding till evening; “anchored; several appearances of shoals around us.”

Here a quiet night was passed, and at half-past 6 the course was resumed, the pinnacle ahead, as usual, sounding. Noon found the ship in latitude $12^{\circ} 00' S.$, off Cape Grenville. A note in the log runs thus:—“The course and distance upon each course is so varied to avoid danger that ’tis impossible to be sufficiently particular in the log to make it of real use.” This night the “Endeavour” anchored under Bird Islands. The following morning, the 20th, the ship with boats still out ahead passed between Cairncross and Sandy Islands. The 21st was passed in the same way, boats ahead, steering between some islands and the main at noon; latitude $10^{\circ} 36' S.$ The islands must have been Mt. Adolphus Islands.* “Gave new orders for the boats and bore up for an opening” or a passage between some islands and the main. The ship had now passed Cape York, and the opening which presented itself was the entrance to Endeavour Straits, she pushed through them, bringing up off Possession Island for the night.

*The ship must have passed not far from the now ascertained position of the “Quetta” Rock, on which H.M.S. “Paluma” has recently found $1\frac{1}{2}$ fathom or 9 feet at low water.

141 E

10°



11° S

CHART OF THE EAST COAST
OF
NEW HOLLAND
by
James Cook
1770.

Part of Plate III.

141 E

4922-92

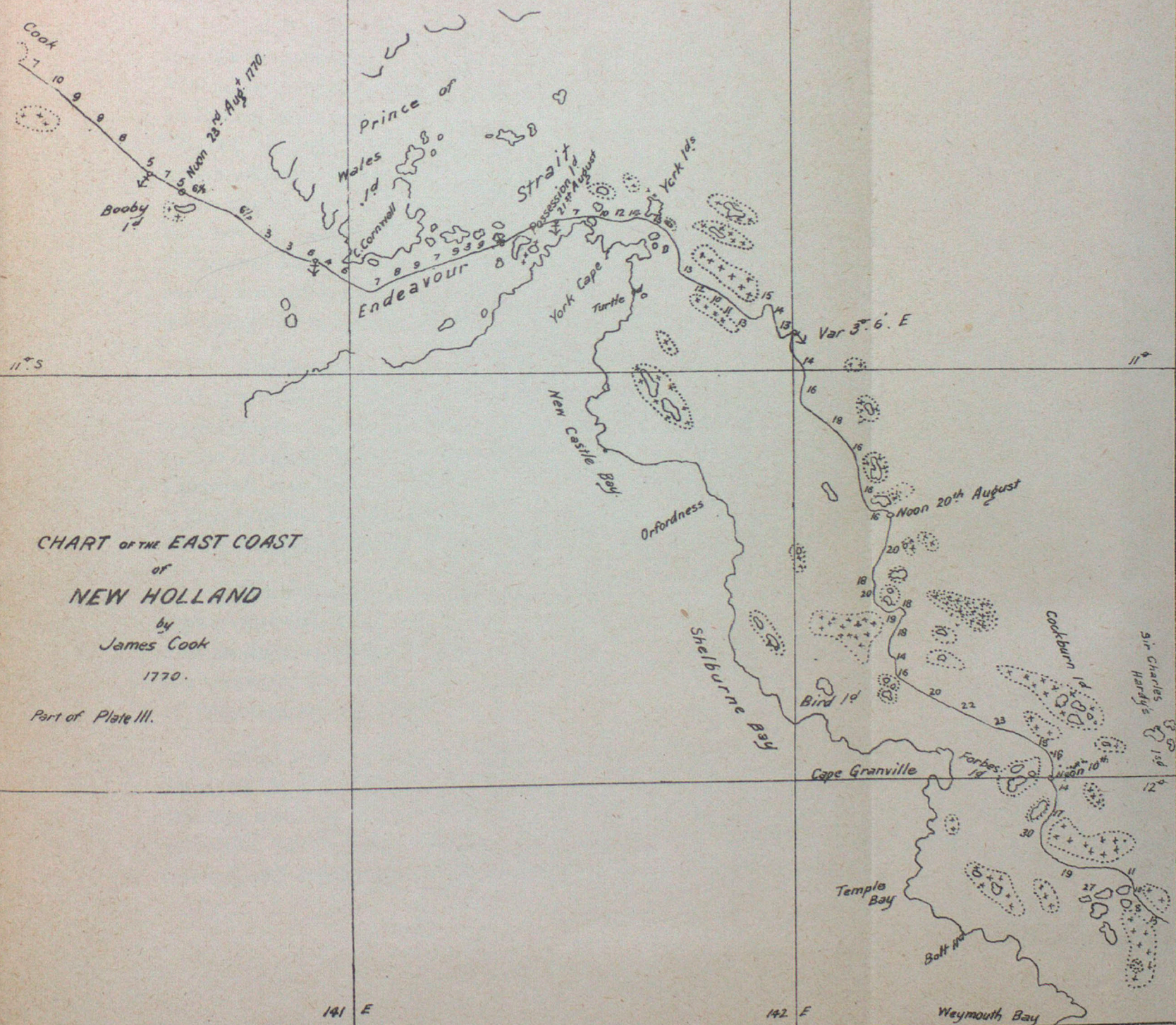
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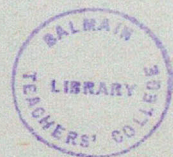
141 E

142 E

10° S

10° S



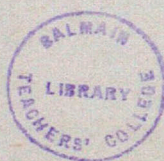


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Cook now knew that he had reached the limit of previous discovery, as he was on the longitude assigned to the eastern shores of the Gulf of Carpentaria, which had been examined in 1625 by Carpenter, a Dutchman. He thought that comparatively the region of coral reefs had been passed, and open sea lay before him—that, in fact, as he expresses it, he was going to leave the coast of New South Wales, and therefore doing what he had done on previous occasions he landed and took possession of the country in His Majesty's name. The log records "this was announced from the shore by volleys, and answered from the ship with colours flying"; the whole concluded with three cheers. It has been recognised by succeeding explorers that this act of taking possession was performed on what is known as Possession Island. There does not appear to be any ground for doubting it, but the bearings recorded in the log taken from the ship at her anchorage do not quite agree with the assumed position.

The following morning, 22nd, the "Endeavour" weighed, and taking a S.W. and S.W. by W. course, followed down the strait that has ever since borne her name, passing, if not over, probably very close to the Heroine Rock in mid-channel. She anchored once off Cape Cornwall, and the next night on the edge of the Great Rothsay Bank, which projects for 13 miles to the westward of the Prince of Wales Island—named after the Prince Regent, afterwards George IV.

With the aid of the boats ahead, sounding, the ship was able to "pass over this bar," sometimes having as little as 3 fathoms water, and brought to off Booby Island about noon. Latitude $10^{\circ} 33' S.$, the log records, "the captain and gentlemen landed in the yawl; no part of the main land in sight."

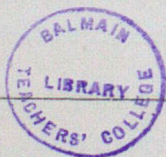
This was Cook's last night in Australian waters; but, as if the Spirit of the Coral Sea was determined to persecute him to the last, his troubles were not over. His latest experience is thus narrated: "At midnight the cable of the best bower parted; let go the coasting anchor, and carried the stream anchor out ahead to warp the ship up

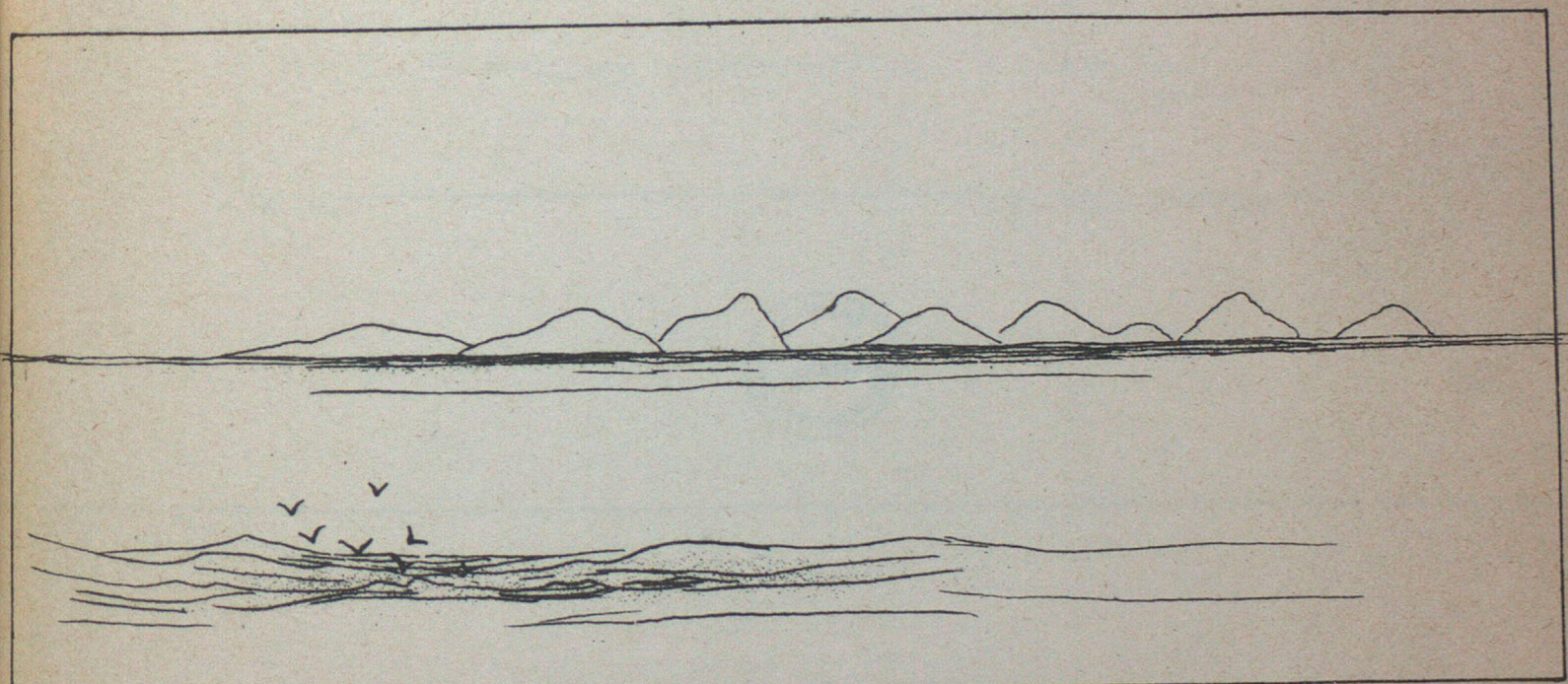
to the long-boat riding at the buoy; the buoy rope broke; employed sweeping, and at 4 p.m. hooked the anchor with a small rope, then hooked a hawser and brought it to the capstan; hove a peck, but the hawser slipt; however, the small rope continuing fast rode the yawl by it all night; next morning, 25th August, hooked again and brought the anchor to the bows much bent, and the cable very much stranded; hove up the coasting anchor and made sail for New Guinea"; and thus the "Endeavour," and Cook, the "gentlemen," and the wearied crew, took their final leave of the great continent named by the Dutch discoverers, the South Land, by the ancient cosmographers, Australia Incognita, and Terra Australis*; afterwards called New Holland† in the charts on the west, and New South Wales on the east side, and finally named by Flinders‡ (as a whole) Terra Australis, or Australia, a name in the future not easily to be changed.

* From a chart published by the Chart Committee of the Admiralty, 1803.

† In Wentworth's History of New Holland there is a chart in which this name is given to the whole continent. Date, January, 1787.

‡ In his charts published in 1814.



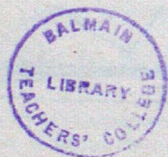


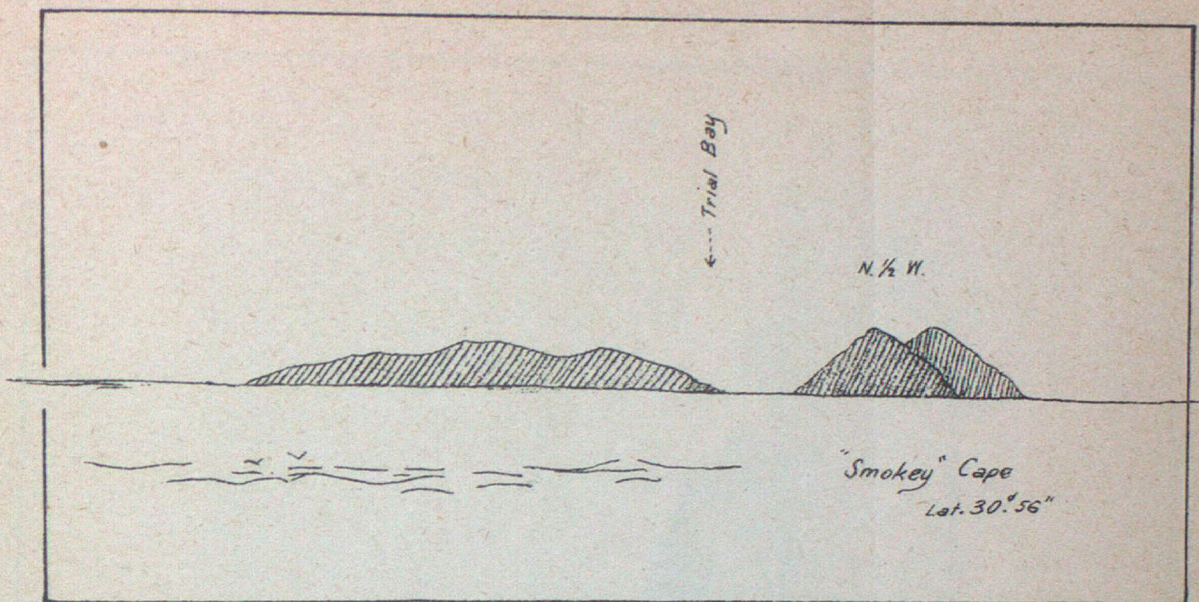
4922-92.

"Port Stephen Hills" making like Islands "off Newcastle as seen from ship

p. 9

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SYDNEY, NEW SOUTH WALES.

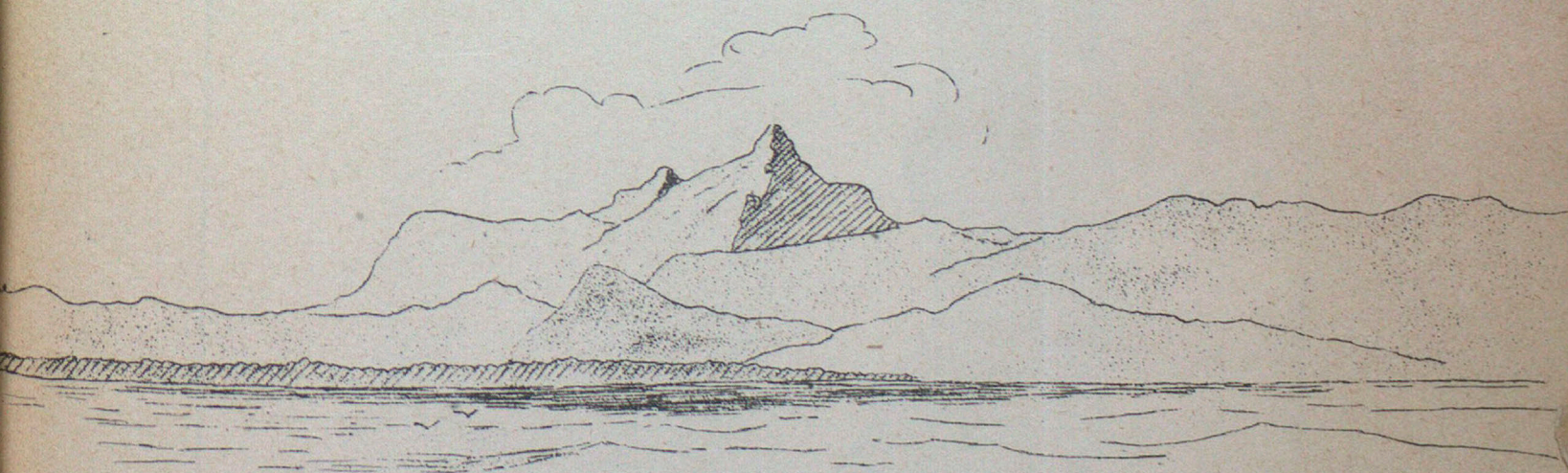




P.P.K 1817.

from abreast of Pt Plomer

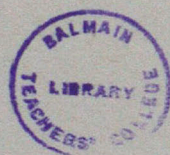
p. 9



M^r Flinders
4922-92.

Mt Warning N. 63. W.

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Northumberland Isles

No 6 W.

Summit with *Aracaria Caninghamii*

Pl. 11



NORTHUMBERLAND ISLES.

(See Page 11)

Mackau

C. Hillsborough "A bluff head" P.P.K. M 52 1817



Shoal 1st

Cape Hillsborough N. 68° W
Lat. 20° 55' S.

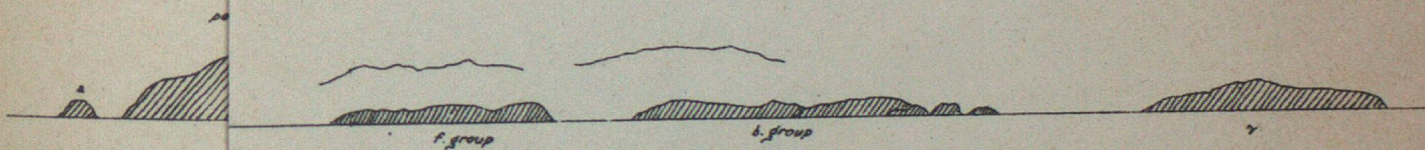
Shoal Pt

P.P.K. 1817

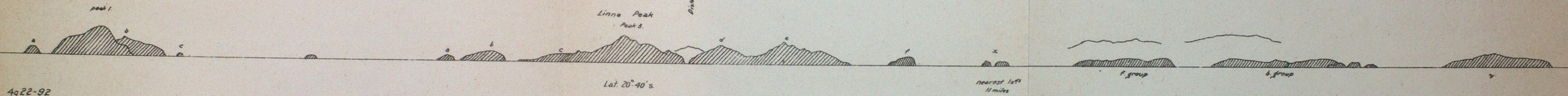
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p.11

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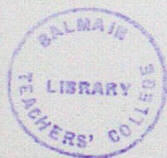
4922-92

Sir James Smith's Group.



PENTECOST ISLAND, WHITSUNDAY PASSAGE.

(See Page 11)

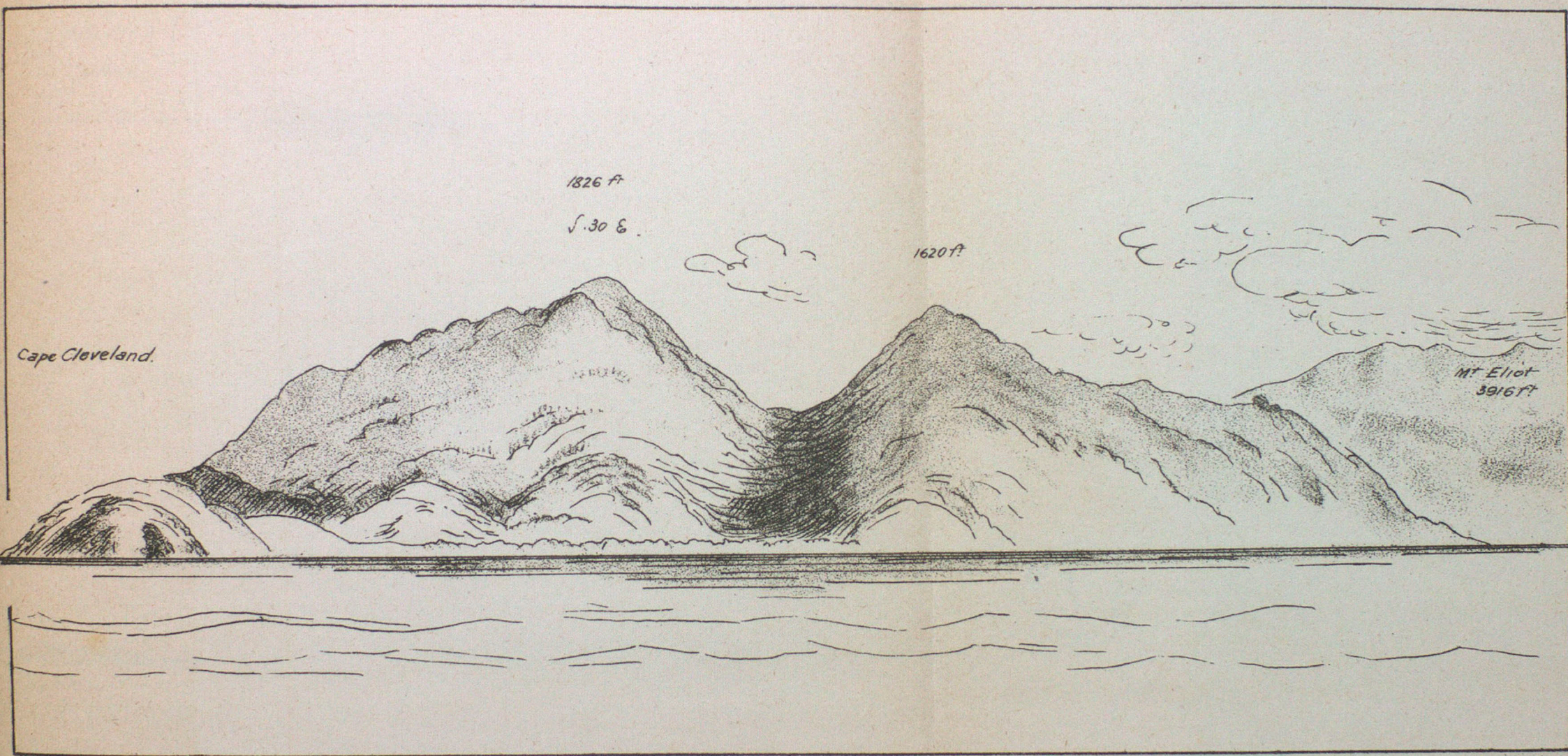


Cape Cleveland.



P.P.K. 1817.
4922-92

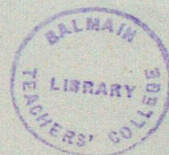


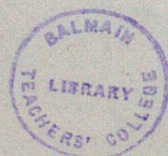


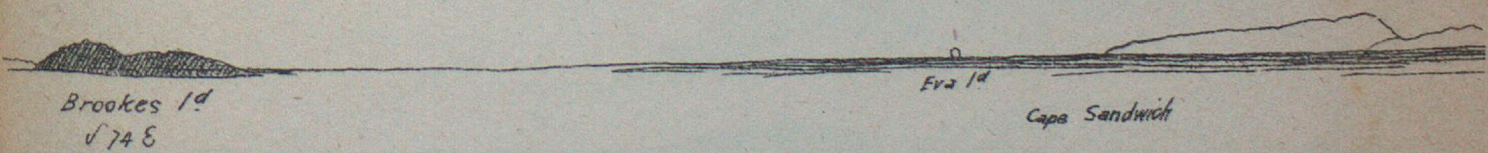
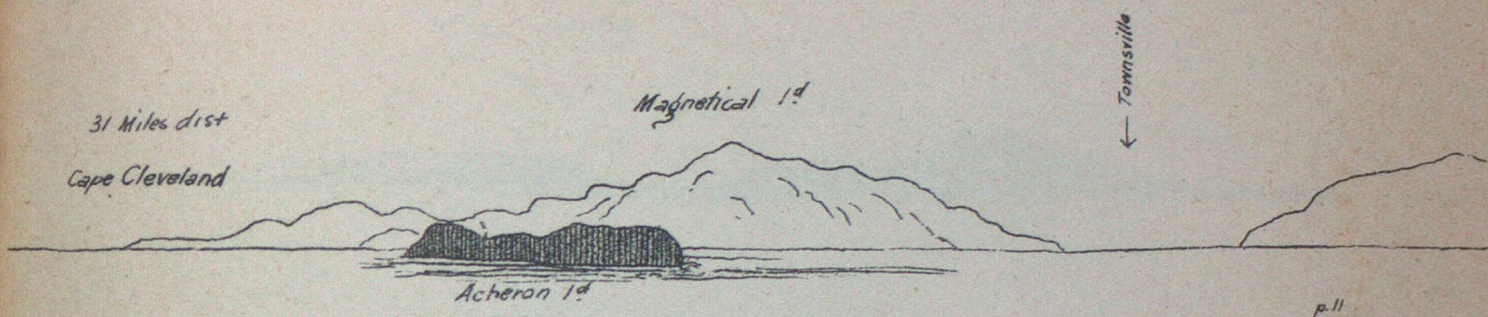
P.P.K. 1817.
4922-92

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
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Lat 19° 11' S.







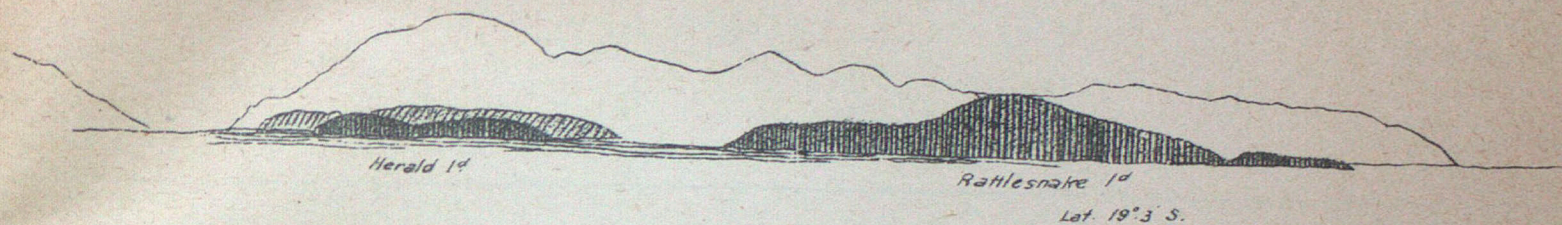
P.P.K. 1817.
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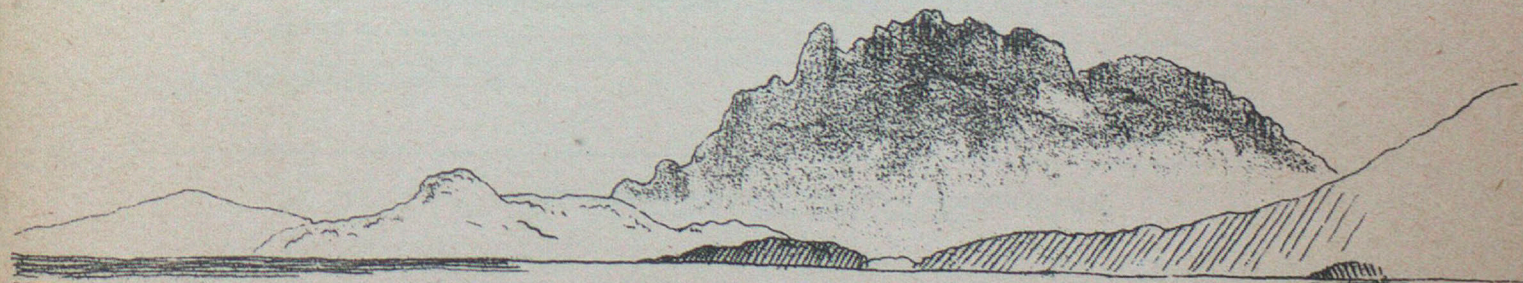
Mt Elliot named by P.P.K. 1817.

*3916 ft
Mt Elliot dist. 42 m.*



Lat. 19° 3' S.

*3650 ft
Mt Hinchinbrook
S 27½ E*



C. Richards

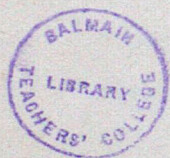
EE pt of Gould Island, and Martha Island.

*Mt Hinchinbrook
Lat. 18° 25'*

From Rockingham Bay all foot note.

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4922-92.



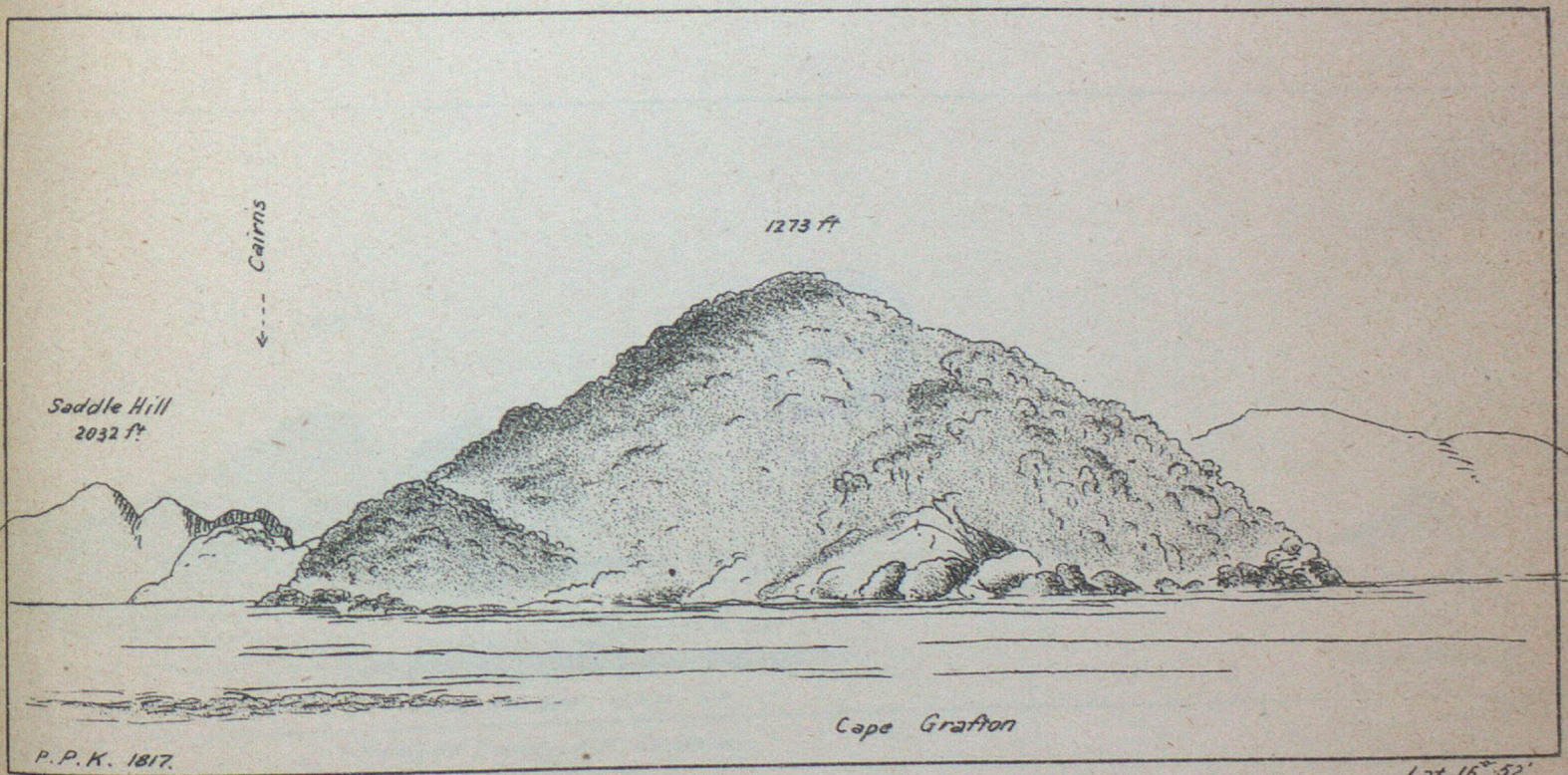
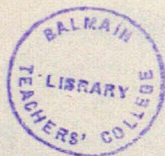


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p. 12



850 ft



P.P. King 1817.
4g22-92.

Cape Bedford N.N.W. 3 M.
North of Endeavor R. Cooktown.

Cape Flattery

Lat. 14° 58'



APPENDIX A.

CAPTAIN COOK'S JOURNAL.

(From a Correspondent of the "Sydney Morning Herald," 18th October, 1890.)

ON the 10th of March, 1868, there was sold by public auction in London the original manuscript of Captain James Cook's "Journal of the Proceedings of his Majesty's bark 'Endeavour' on a voyage round the world." The document was in an admirable state of preservation, and mounted in a style which showed that its previous possessors appreciated their treasure. It contained the original manuscript of Cook's own journal, commencing 25th May, 1768, the very day of the date of his commission to the command of the "Endeavour," and ending 23rd October, 1770, within a week of his completed exploration of New South Wales and report of its completion by despatch to the Admiralty. The charts laid down by Cook's own hand show that, during this voyage of the "Endeavour," nearly the whole coast of what was then called New Holland, from Endeavour Straits to Cape Howe, and the entire coast of New Zealand, were first added to the maps of the known world during the explorations recorded in this singularly-preserved manuscript volume. That such a work should have fallen into private hands, when exposed for public sale in the metropolis of Great Britain only two and twenty years ago, appear on the face of it a marvellous occurrence; but a still stranger contradiction of all the probabilities affecting the history of public records has just transpired here, and remains to be told.

The original journal of Lieutenant James Cook, of his Britannic Majesty's barque "Endeavour," sold by public auction in London, in 1868, to a private purchaser, has again been sold—once by public auction and again by private contract—in London, this summer, and continues the property of a private purchaser. "Sotheby's," Wellington-street, Strand, was the scene of a great two days' sale on the 25th and 26th July last. The well-known collection of important manuscripts formed by the late F. W. Cosens, Esq., F.S.A., of the Shelleys, Lewes, were disposed of by open competition. The appointment had been publicly advertised in all the leading journals. The catalogues, which were freely purchased, were studded with curios of undoubted variety. Mr. Cosens was well known to have been the owner of the "Cook Journal," and a description of the book, somewhat marred by auctioneer flourishes, appeared in the catalogue. The book was described in capital letters as "Original Manuscript of Captain Cook's Log," as to which more anon; and the announcement was embellished with the following unquestionably historical statement:—"*** Very important, as only a small portion of this journal was extracted and re-written by Dr. Hawkesworth. On March 10, 1868, this manuscript sold for £14 15s. by auction." No one could have anticipated that the incident of 1868 was about to be repeated in the light of this glaring publicity. Yet so it was. "Going, going, gone," quoth the auctioneer, "at 30 guineas." And again a private person became the owner of the journal of the first of Cook's famous three voyages. Sir Saul Samuel was at Westminster; the Royal Commissioners of the Mines of New South Wales were down at Sydenham; the librarian of the Admiralty was not far from Whitehall, when all this happened. But a countryman of Captain Cook's, John Corner, Esq., of London and Whitby, had heard of the purchase, and, presenting himself promptly to the gentleman who had acquired the treasure, offered him £45 for his bargain, and carried off the prize.

A slight comparison of the handwriting in this journal, with that of the letters of the commander of the "Endeavour," at the Public Record Office, Chancery Lane, and with the same signature attached to

other documents in possession of the Admiralty, places beyond all range of doubt or controversy the authenticity of this valuable manuscript. There is one letter in the Public Record Office—James Cook, lieutenant R.N., to Philip Stephens, Esq., Admiralty Office—bearing date 27th May, 1768. That is the very day of the opening entry in the journal. The handwriting is the same, the subject-matter is the same. Lieutenant Cook writes (his commission of lieutenantancy, still extant, has just been delivered to him) that he has “received their Lordships’ order touching the fitting of his Majesty’s bark, the ‘Endeavour,’ which I shall immediately set about complying with.” The first entry in the journal runs:—“Moderate and fair weather. At 11 a.m. hoisted the pendant and took charge of the ship, agreeable to my commission of the 27th instant, she lying in the basin in Deptford Yard.”

We have remarked above that the auctioneer was in error in setting forth the journal as “Captain Cook’s Log.” Even the most cursory perusal of the book should have sufficed to save any person from the egregious error of confounding this continuously written journal, with the day-by-day entries of a log-book. In its very first page occurs the following passage, which conclusively determines the question, once for all, inasmuch as it specifically refers to the pre-existent log-book:—“From this day (May 27) to July 21, we were constantly employed in fitting the ship, taking on board stores and provisions, &c. The same day we sailed from Deptford, and anchored in Galleon’s Reach, where we remained until the 30th. The transactions of each day, both while we lay here and at Deptford, are inserted in the log-book: and as they contain nothing but ordinary occurrences, it was thought not necessary to insert them here.”

What this valuable book loses by not being a log-book is, however, of little consideration. What it gains by being a journal, compiled from the log-book by the author of both, it would be difficult to compute. Between March 31, 1769, and September 1 in the same year, Lieutenant Cook’s track covered 50 degrees of longitude west—that is to say, from 130 to 180 west of Greenwich. In these intervals

of time and space he had discovered, and named, nineteen islands in the South Seas, and had brought the "Endeavour" within sight of the mainland of New Zealand. His remarks on the approaching signs of land, on the sea-birds, on the coasts he explored, and the human inhabitants with whom he had intercourse, are far more minute and comprehensive than those recorded in the log-book even of an explorer. The manuscript is, beyond all doubt, the material prepared by Cook himself for the information of Dr. Hawkesworth, the early narrator of the first voyage; and its perusal will enable any intelligent person to perceive that Hawkesworth's narrative might have been made much more interesting, more readable, and more informing, had only its editor contented himself with giving his readers more of Lieutenant Cook and less of Dr. Hawkesworth. This remark applies particularly to the New South Wales part of the journal. Nearly every day's narrative, from the discovery and naming of Point Hicks and Cape Howe, in April, 1770, to the discovery, surveying, and naming of the "northern promontory of this country, which I have named York Cape in honour of his late Royal Highness the Duke of York," teems with observations of enduring historical and geographical interest.

Lieutenant Cook had little literary training. But he had a knack of getting said all he had to say. The annexed lumbering sentence from his journal, written just after he had exploited, if not explored, the straits which now bear the name of his famous barque, is alike characteristic and comprehensive. "Having satisfied myself of the great probability of a passage, through which I intend going with the ship, and therefore may land no more upon this eastern coast of New Holland—and on the western side I can make no new discovery, the honours of which belong to the Dutch navigators—but the eastern coast from the latitude of 38° S. down to this place I am confident was never seen or visited by a European before us; and notwithstanding I had, in the name of his Majesty taken possession of several places upon this coast, I now, once more, hoisted English colours, and in the name of his Majesty King George III took possession of the whole

eastern coast from the above latitude down to this place, by the name of New Wales, together with all the bays, harbours, rivers, and islands situate upon the same coast; after which we fired three volleys of small arms, which were answered by the like number from the ship."

This entry belongs to August 22. Two months thereafter, the "Endeavour" has put into Batavia for repairs, her return is advised to the Admiralty, and the journal closes with the signature of its now eminent author. Perhaps we ought to add that, though practical justice would seem to require that the record of the first voyage of the "Endeavour" ought to have fallen into the hands of Sir Saul Samuel, who three years ago, acquired for the Sydney Museum so much of the *spolia opima* of its commander's enterprising commerce with the aboriginal natives of the South Sea Islands, it is some satisfaction to know that the new possessor was born in Cook's native vale, and is a zealous collector of the relics of the famous navigator.

The book bears evidence of having once belonged to the British Admiralty. The paper on which it is written is marked with the same water-mark as that in contemporary Admiralty records. The binding, in dark blue morocco, is of the same pattern with other volumes of Admiralty papers preserved in the Public Record Office. The charts with which it is illustrated are Admiralty charts, engraved at the public cost from Cook's surveys. On the other hand, it has owed much, in the way of illustration, to the hands of some of the private possessors to whom it has in succession belonged. Clippings from the *Times*, from *Notes and Queries*, from the Melbourne *Argus*, and from the London *Standard*, and steel and copper plate engravings from the original painting of Captain Cook, in the gallery of Greenwich Hospital, appear to have been added by Mr. Cosens, and remain to attest the veneration with which this particular manuscript has been preserved.

APPENDIX B.

THE NAME "PORT JACKSON," SYDNEY, N.S.W.

PUBLIC attention has recently been again drawn to the misrepresentation in the guide books respecting the name given to our harbour by Captain Cook. It is stated, in spite of repeated exposures of the myth, that Port Jackson was so named from its discoverer, a sailor on board Cook's vessel, the "Endeavour." There is one fact rather decidedly opposed to the invention, namely, that there was no sailor in the ship called Jackson. But of what avail is fact against accepted tradition, or is unanswerable evidence, in opposition to a plausible untruth once received and circulated? For the fourth or fifth time I offer that evidence to the public.

When the illustrious navigator commenced his grand voyage of discovery in these seas, the two joint Secretaries of the Admiralty were a Mr. (afterwards Sir) George Jackson, and a Mr. Phillip Stephens. Before sighting any portion of New South Wales Captain Cook lay some weeks in an open roadstead in New Zealand; and he called the two points or headlands of the bay Point Jackson and Point Stephens, after those secretaries. Sailing along the eastern coast of New South Wales he passed two openings, which he did not stay to investigate, and he called the one Port Jackson and the other Port Stephens—for the same reasons presumably which had prompted the nominations at New Zealand. In point of fact, Captain Cook in his journal expressly mentions having called the two New Zealand headlands after the two Admiralty secretaries. Here, therefore, we might safely conclude, had

we no other grounds, was the source of the nomenclature of the next two occurring places of interest. And no doubt or difficulty ever would have arisen on the subject had not Sir George Jackson a few years afterwards (being then M.P. for Weymouth and Judge-Advocate of the Fleet), changed his name to Duckett, in accordance with the will of a relation. The name "Jackson" thus dropped out of recollection; and when "Port Jackson" became more famous, the question as to the name naturally arose, and seemed not easy of solution.

The conjecture appears then to have obtained currency, that the name was due to some sailor on board the "Endeavour," who possibly had first observed the opening. But this surmise might have been set at rest by inquiry, had it not been for the genius of Dr. Lang, who in his History of New South Wales announced the guess as fact. Thenceforward, every guide book and account of Cook's voyage, great and small, has repeated the story. The accidental publication in Sydney about twenty years ago of the inscription on a monumental tablet at Bishops-Stortford in Hertfordshire, gave a clue to the truth; but the myth had now got too far to be overtaken. Sir George Jackson, *alias* Duckett, died in 1822, at the age of 97; and the tablet was erected to his memory by his widow; (or, as the present Sir George Duckett informs me, by his father, the second baronet)—who doubtless felt and gladly recorded the honour done the deceased by the great navigator. The inscription mentions accordingly the names of Port Jackson and Point Jackson, as having been the result of Captain Cook's ancient friendship with the deceased baronet. This publication, by whom I cannot now remember, appeared in our *Sydney Morning Herald* in 1868, or very early in 1869; and I was led, by natural interest in the subject, to write to the then possessor of the Duckett title, for fuller information. His reply, now lying before me, confirms the facts stated as to the two names. He added, that Captain Cook was born on Sir George's estate in Yorkshire, and doubtless brought up there. Thenceforward, his interests were probably not lost sight of by the friendly secretary.

I communicated that letter without delay to the press, with the fact also of my having written to Mr. Childers, the then First Lord of the Admiralty, and received his reply stating that no sailor named Jackson was on board Cook's ship.

Captain Cook's narrative is often mistakenly quoted, in reference to Port Jackson, as being a harbour fit only for boats. Captain Cook's entry is, that it was "a bay or harbour wherein there appeared a safe anchorage." Historically, the source of the name Port Jackson is of no moment. But as the discoverer so called the bay after an early friend and patron—a fact honourable to both parties—in commemoration of their friendship, it is due to them that the invention or honest mistake which has so long misled the public should be authoritatively corrected.

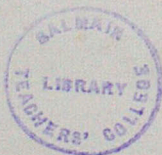
ALFRED STEPHEN,

*Lieut.-Governor and formerly Chief Justice
of New South Wales.*

Sydney, N.S.W.,

24th May, 1890.

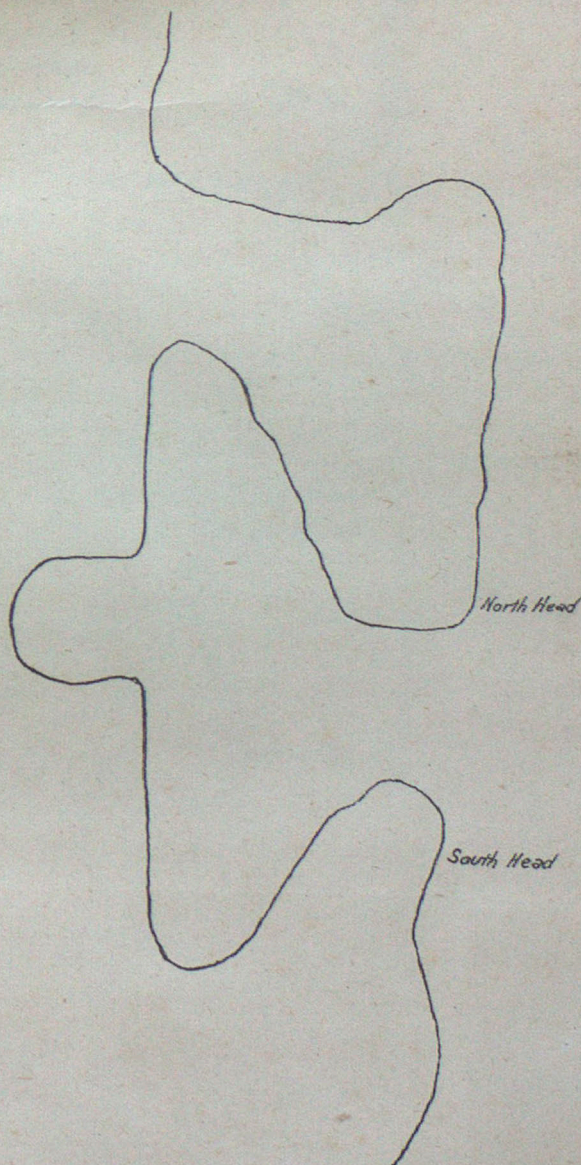
The following is the concluding portion of the Memorial Tablet referred to:—"Captain Cook, of whom he was a zealous friend and early patron, named after him Point Jackson in New Zealand and Port Jackson in New South Wales."



PLAN
of
PORT JACKSON

Enlarged from Captain Cook's Chart
1770

PORT
JACKSON



The Endeavor's track passing Port Jackson, 6th May, 1770, 2 or 3 miles off shore.
p. 8





*Tracing of Chart published by
A. Arrowsmith, N° 5, Charles St.,
Soho Square, 1st October, 1798.
Showing tracks to that date to
which is added Tasman's passage
and discovery of Tasmania, then
called by him Van Dieman's Land.*

Port Stair
C. 3. pts
Broken B
Botany Bay
Red Pt
Long Nose
Pidgeon House
P. Upright
Bateman's B
Mt Dromedary
Cape Howe
Point Hicks

Sisters
Furneaux Pt
Bay of Shoals
Cape Barren
Bay of Fires
TASMAN'S LAND
Schoutens Id



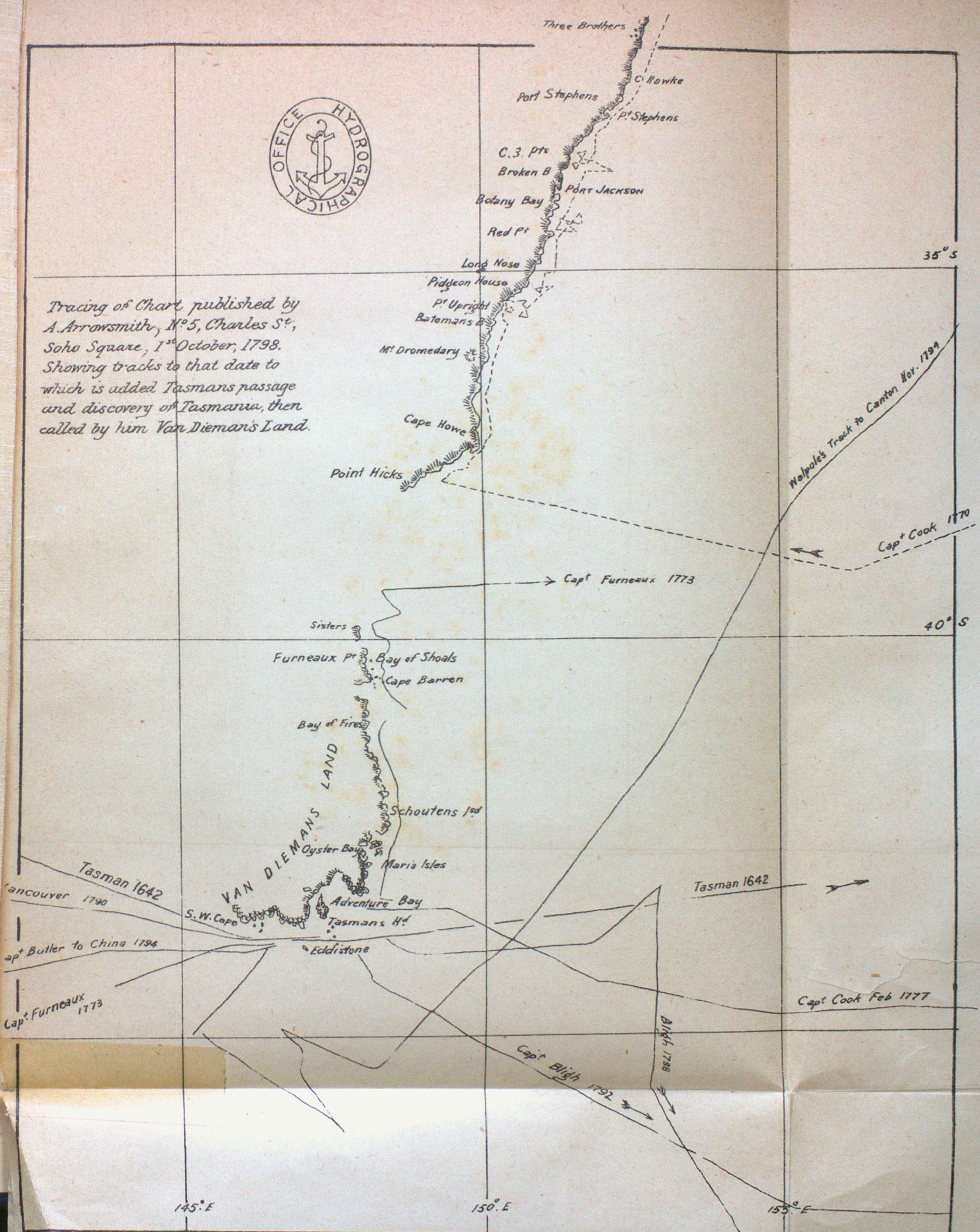
Vancouver

Thetis
492
Cap But

Cap



Tracing of Chart published by
A. Arrowsmith, N°5, Charles St.,
Soho Square, 1st October, 1798.
Showing tracks to that date to
which is added Tasman's passage
and discovery of Tasmania, then
called by him Van Dieman's Land.



That part of Van Diemens Land - seen by Tasman is shown thus XXXXXXXX
4922-92.







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DATE DUE

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10 APR 1959

23 MAY 1963

3 JUN 1963

20 JUN 1963

21 FEB 1969

22 JUL 1969

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